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SEPTEMBER, 1965

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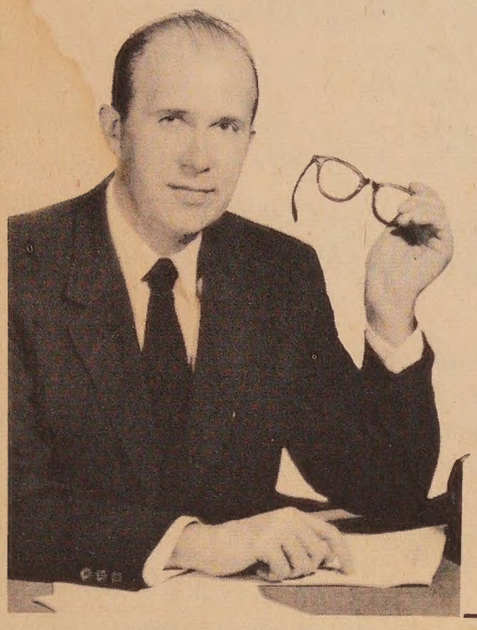

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 77, NO. 5 SEPTEMBER, 1965 50 CENTS

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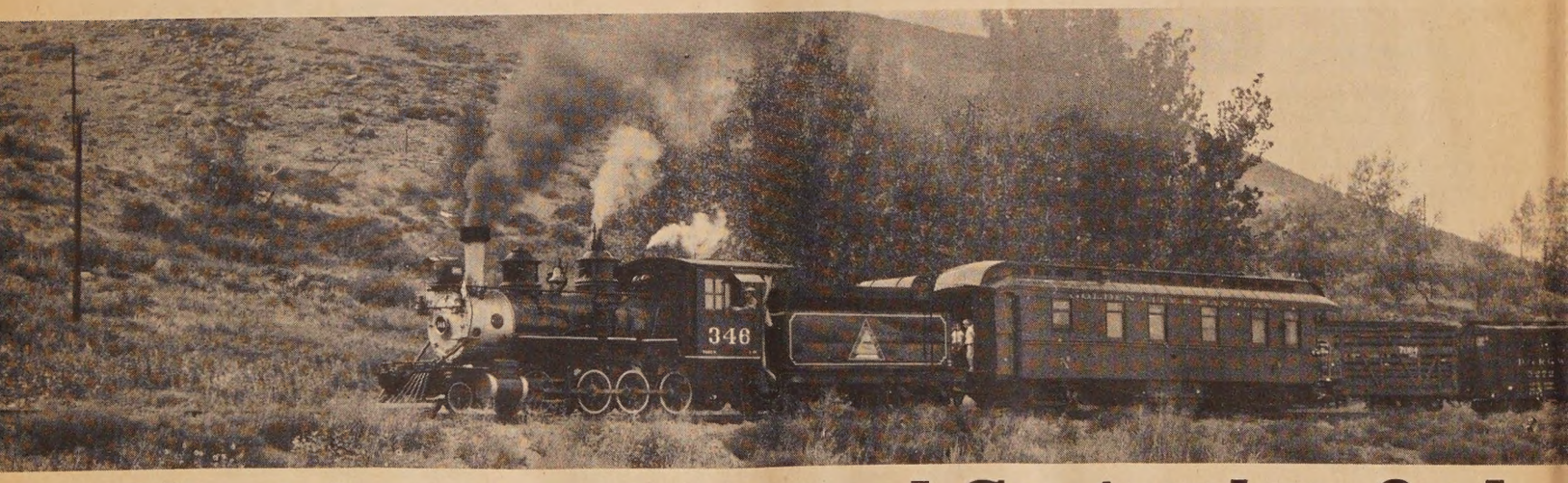
One of Colorado's greatest attractions is this narrow-gage operation of an 84-year-old Rio Grande engine by the Colorado Railroad Museum at Golden (P.O. Box 41).



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THE MAIL CAR

where editors and readers meet

COVER photo this month, courtesy of Canadian National Railways, shows a machine called the *Pioneer* laying track for Canada's newest railway. Next month's cover will have a beautiful color-shot by Ron Ziel of a steam train on Nelson Blount's Green Mountain Railroad crossing a picturesque river. ●

JOE EASLEY'S drawing of Boston & Albany pay-car 96 (July issue) brought back memories to "Rocky" Roberts, 210 Colonial Ave., Albany, N.Y. (Rocky is the author of "ICC Locomotive Inspector" in this issue.)

"It reminds me of my first visit to that car," he writes. "I remember lining up at the rail to await my turn to get a little brown envelope containing $12.52 in cash, the reward of a full week's work of seven ten-hour days. Receiving that envelope was the greatest thrill I have ever known. I ran home feeling like a millionaire, found the family at supper, and gave it to my mother.

"Recently I've been getting quite a kick out of answering letters that come from all over this country and Canada from fellows who read my articles on 'Boiler Explosion' and 'Roundhouse Blues' in *Railroad Magazine*. Many readers are hungry for information on steam engines, the odd thing being that they are not all oldtimers. I regret that I didn't take more pictures of steam power when I could and I wish I had saved the piles of pamphlets I once had on the steam locomotive; but I do have a good railroad library." ●

CLELAND WYLLIE'S article on rail passenger service in our July issue evoked these thoughts from Al Franck, P.O. Box 171, Richmond Hill 18, N.Y.:

"Any idea that rail management may harbor that they can win an appreciable fraction of the automobile-addicted public over to the rails is pure dream-stuff. The automobile has become the world's sacred cow.

"The run-of-the-mine motorist, despite all his griping about congested streets and highways and despite his vitriolic disparagement of the driving competence of other drivers, would sooner lose wife, child, and fortune than give up the God-given privilege of blasting his horn at any and all in his path the instant the red lights turn green.

"The finance company holds a lien on him right down to his socks and shorts. The faucets in his house may drip for months and the porch paint may be gone, but those things aren't important. Nothing is important except 'the car.' When the car-owner isn't out on the road, his vehicle is either in the driveway or out front, to the disfigurement of the neighborhood, trunk open, hood up, parts and tools all over the place, and possibly jacked up with one or more wheels off.

"What does he care for the niceties of life, the pleasant amenities of a journey by rail, air, or sea? For him the open road and the incidental convenience of leaving a trail of beer cans, Kleenexes, pop bottles, newspapers, and miscellaneous offal to record his movements to and from sojourns at the world's beauty spots. For him the esthetic delights of billboards, hotdog stands, roadside zoos for the edification of his popsicle-licking offspring, and fake souvenir booths.

"If this is the type the railroads want to woo, they had better shoot something into the other arm; *that* one is full!

"The railroads might pay close attention to the developments in the airlines' new family-fare plan which permits one-third off for a spouse and two-thirds off for each dependent between two and twenty-two years of age. In my office (a travel bureau) the response from prospective travelers came even before the plan had been in effect for 24 hours!

"During the past ten months we have had more people taking long rail journeys than in several previous years; but, even so, they were few. Often, when the interest and peculiar advantages of travel by rail were presented, the prospective tourists countered with the argument that after paying for meals en route they would have enjoyed no advantage over air travel.

"It does not get through to them that, having arrived swiftly by air, they do not give up eating until the train has caught up with them. In some cases they are dumbfounded to learn that meals go with the train ride over certain routes—on the Canadian Pacific, for instance. Why didn't Mr. Wyllie mention the CPR's fine service in his article? This is a point on which the railroads might build good advertising copy:

" 'You don't stop eating because you get there sooner, do you? *You* or *somebody* must pay for your meals until the train catches up. Your gain, if any, may be peanuts. By not taking a train you lose the elegance and spacious comfort of dining-car service. You also sacrifice the assurance that every meal en route has had the loving care of a competent chef. Be good to yourself; take the train'." ●

NEWS BRIEFS. The Federal Government is considering the use of 20 miles as experimental track on the Pennsy near Trenton, N.J., as part of a proposed high-speed demonstration rail system between Washington and Boston. Alan S. Boyd, under-secretary of commerce for transportation, says the 20-mile stretch would be strengthened and reinforced to test the reaction of passengers and new equipment at speeds up to 150 miles an hour.

Strange as it seems, one of *Railroad Magazine's* most loyal subscribers is blind. Sammy Barrino of Cleveland, Ohio, can't read the magazine himself but enjoys hearing his daughter read it to him and describe the pictures.

Hale and hearty at age 89, Al Sherry has worked 72 years as a railroader and is still actively on the job at New Castle, Ind. He began working in 1892 as a telegrapher's assistant at a salary of $10 a month. He has been station agent for 54 years in New Castle and is the New York Central's oldest employe.

Railroad police are still looking for culprits who stole a C&O diesel locomotive from a roundhouse in Flint, Mich., went for a ride, and abandoned it five miles away.

It looks as if New York State will be in the railroad business by August 1965, the date when Governor Rockefeller's newly-created Metropolitan Commuter Transportation Authority is expected to take over the deficit-ridden Long Island Rail Road. The Pennsy agreed to sell that road for $65 million. The deal, however, has not yet gone through. On top of its other problems, the LIRR has just lost its contract to handle U.S. mail, and with it a net profit of $34,000 a year from such handling.

Rock Island Lines have placed orders with five manufacturers for 2,094 new freight cars costing $26 million.

Our Federal Government has decided to help keep the New Haven Railroad's New York City commuter service running for as long as the next 18 months, according to Senator Abraham Ribicoff. He predicts there will be a $3 million grant for a demonstration project involving the financially distressed New Haven.

Ambrose D. Corwin, who died recently at Riverhead, N.Y., at age 91, had at least one distinction. He held automobile driver's license 99, a plated metal shield similar to a policeman's badge, which he obtained for $1 on Nov. 2, 1900. To qualify for the license, he took a special course at Pratt Institute to pass a board examination for certification as a locomotive engineer. His car at the time was a steam-powered Locomobile.

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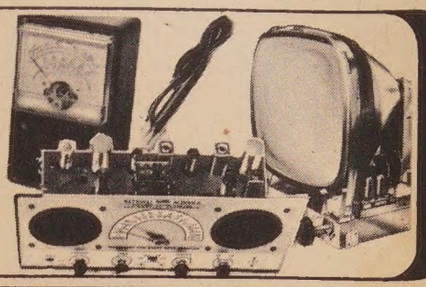

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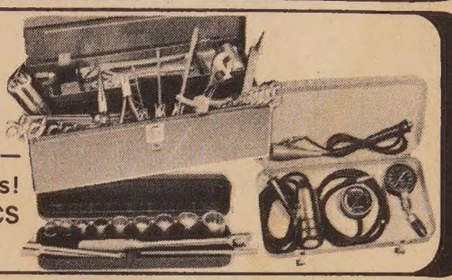

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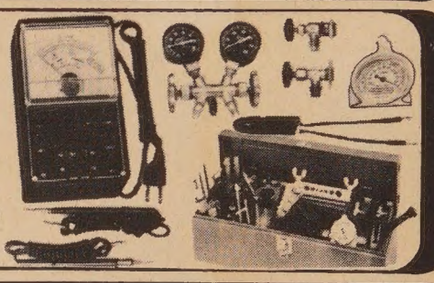

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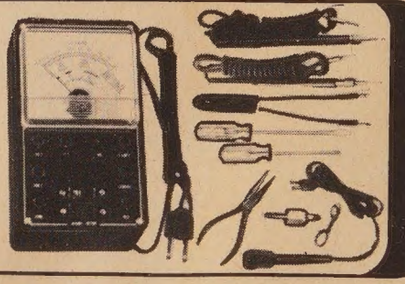

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Congressman Don Clausen (left) and B. F. Biaggini, president of Southern Pacific, take turns at driving a golden spike at the recent NWP celebration.

The days of the golden spike are not over yet. On the Northwestern Pacific (a subsidiary of the Southern Pacific) in California completion of the $10 million restoration job, following the terrific storm and floods of last winter, was celebrated in traditional manner by driving in of a golden spike at South Fork. This spike was the last one used when the line was first completed in 1914 and was driven home this time by Congressman Don Clausen. A physics professor at a nearby college, after testing the spike, found it was mostly solid gold, with only a small amount of silver hardening alloy.

Miss Jennie Cristy, the B&O's only woman freight agent, has been elected president of the Freight Agents Association of Baltimore, Md. The Sparrows Point freight station, of which she is in charge, is located in the center of Baltimore's rail traffic activity.

Atlantic Coast Line is trying out reduced fares at a saving of $65 you can travel round trip in a roomette from New York to Miami till Labor Day—the same accommodations for which you pay $173.09 in winter. ●

TOM KERBY'S comments on the boiler explosion of the Southern Pacific's 5037 (July *Mail Car*) remind Dan Ranger, Jr., 213 Carolyn Dr., Vallejo, Calif., that when he went firing for the SP in 1956 the company still had steam and its safety posters carried photos of the wrecked 5037.

"One look at that mess and you thought twice about letting your water get too low," Dan writes. "Changing he subject: does anyone have photos or blueprints of a Roger narrow-gage ballast car as used between 1890 and 1915? I am writing a book on a California shortline and need data on this car. Also, I have nearly completed a book to be called *Shays of the Western U.S. and Canada* and seek pictures for it."

Dan is the author of *Pacific Coast Shay, which we reviewed favorably.* We hope some readers will help with his latest projects. ●

OLDTIMER. "I got a job as a fire lighter in the Northern Pacific roundhouse in September 1906." says J. O. Eckdale, Div. 13, Brotherhood of Locomotive Engineers. "Firelighting was done with the 'skunk wagon.' One spread a layer of coal over the grates, then extended the burner underneath in the ash pan. But I wanted to be a fireman on a real engine, so after three months I quit and went back to Chicago. I still have two weeks' pay coming to me for that hitch on the old skunk wagon.

"Later, I hired out on the Burlington. Had no qualms about passing the physical except for one small item—I couldn't meet the 145 pound weight requirement. The roundhouse clerk was sympathetic. 'Put these in your pockets,' he said, handing me a couple of weights. I did and got on the scale. I weighed 145 lbs. exactly and I got the job." ●

Wm. Dillard, 50 years a railroader.

BILL DILLARD, 21st president of the Central of Georgia Railway, has rounded out his fiftieth year of railroading. Looking back, he recalls having served under ten of the Central's other presidents. Bill was born Feb. 13, 1898, near Buena Vista, Ga., but grew up in Ellaville, Ga. His home in Ellaville was located near the Central's tracks and station. As a boy he liked to hang around the depot, fascinated by steam trains and the chatter of telegraphy, Central employes, noting his interest, taught him the Morse code, and Bill would listen intently to the messages sent and received. At age 17 he hired out as a railway clerk, selling tickets by kerosene lights for the night passenger train, *The Seminole*. And that is how William E. Dillard 50 years ago took the first rung of a ladder that led him to the presidency of the Central of Georgia. ●

TO CELEBRATE John W. Barriger's becoming president of the Katy, a Parsons, Kan., newspaper got out a special issue of two sections, 24 pages, in his honor. Page 1 was a large portrait of him. Advertisements from various companies extended their best wishes. Very few, if any, railroad presidents have received such an accolade.

When Mr. Barriger arrived at Parsons, which is an important transfer point and former M-K-T headquarters. a thousand citizens turned out to greet him, reports Bob Bruhin. A lot of people are looking to J.W.B. to restore the financially-shaky M-K-T. Said *Railway Age*: "Chances are no railroad man alive today has had more experience wrestling with rundown railroads than has John W. Barriger."

There had been a move to abandon some of the Katy's branch lines but he is going to give them another chance. The $4 million a year that the road was losing on its four remaining passenger trains Mr. Barriger hopes to use to buy 5,000 new freight cars. Between Kansas City and Dallas those trains had but 50 passengers at a time or hardly more than ten people on board any one of them.

Every way the new president looked big problems faced him. For example: thousands of bad-order cars, 400 off-line cars needing repairs but collecting *per diem* charges, old rail and discarded ties strewn over the right-of-way, high-funded debt, and in general low morale and dwindling revenue. Mr. Barriger went to the Katy after a decade as president of the efficient and profitable Pittsburgh & Lake Erie. What a contrast! ●

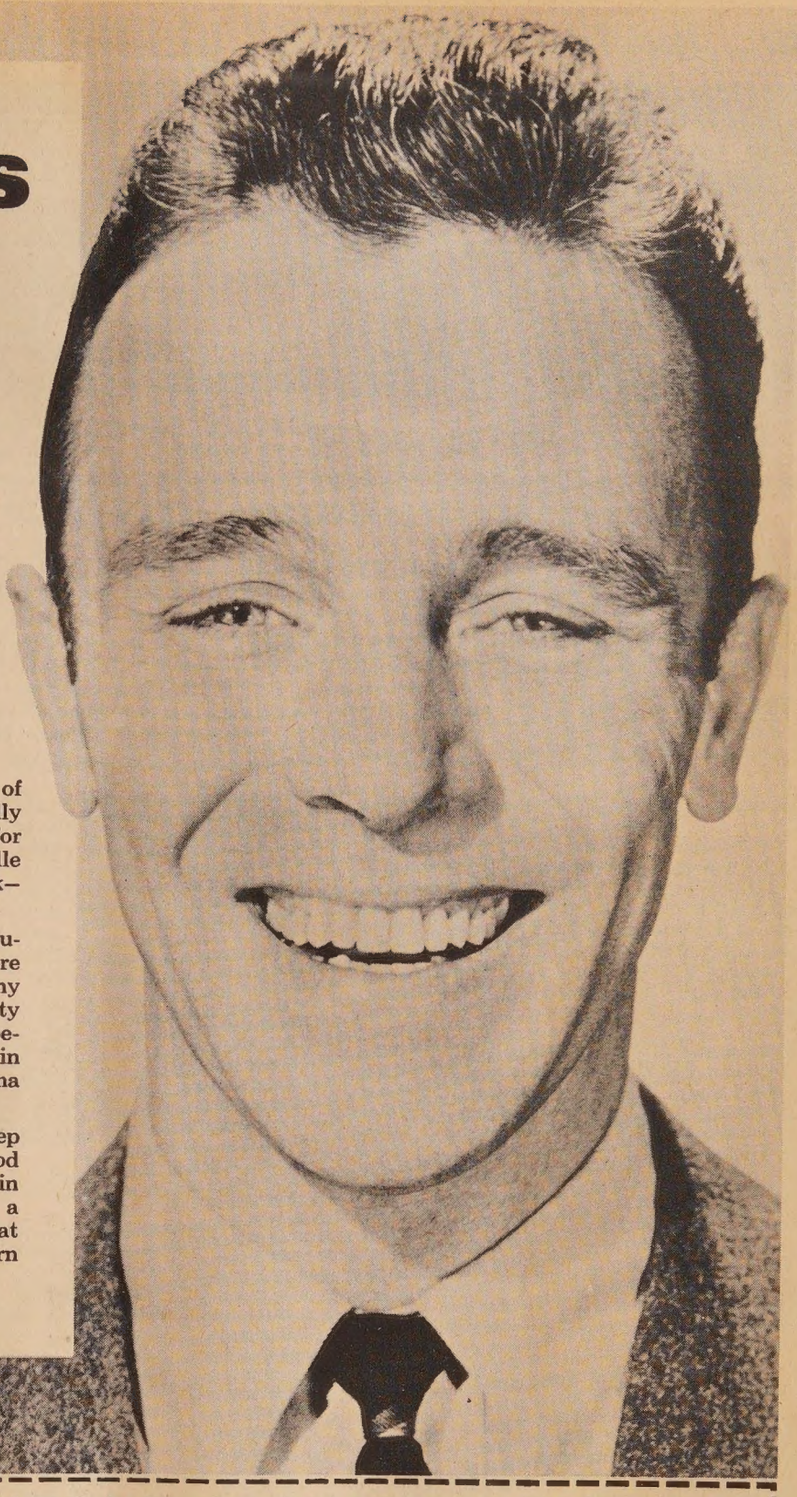
RAWHIDE RUN, "Haywire Mac's" fiction story in our June issue, brought back to Bill Knapke, 3831 E. Flower Ave., Tucson, Ariz., recollections of similar runs which he himself experiencer in bygone days.

"Present-day railroaders may think the story is vastly exaggerated in both action and language," Bill writes. "It isn't. On the contrary, Mac's language is far milder than oldtimers used.

"I remember working on the old G&M under General Manager Preston L. Hatch, who was inclined to be prissy. Didn't swear, drink, or use tobacco and was very precise in his language. One day I was switching in the Glendale yard when the hogger and a brakeman pulled some boneheaded stunt that gummed up the works. I told 'em about it, using the same uninhibited speech I usually did in such circumstances.

"Look who's smiling now!"

"The department head's job had just been left vacant. When the boys in the office learned I was gunning for it, they gave me their widest grins. One thing they didn't know: I had made up my mind sometime back to take LaSalle training that would qualify me for a better job. My study paid off so fast it surprised even me—I was picked for that shiny promotion over everyone's head. Who wouldn't be smiling with a neat new $1,500 increase!"



LA SALLE'S FILES are filled with letters with this kind of story from LaSalle graduates who have rapidly climbed the ladder of success. You, too, can qualify for the career opportunity of your choice through LaSalle home study—without interfering with your present work—and by devoting only a little of your spare time.

LaSalle has been an acknowledged leader in home education for more than half a century. It has enrolled more than 1,000,000 ambitious men and women in its many types of training courses. LaSalle's distinguished faculty includes some of the country's foremost practicing specialists and instructors. That's why your training is in good, experienced hands . . . why your LaSalle diploma will be respected by employers.

Mailing the LaSalle coupon below may be the first step in getting a better job, higher pay, and all of the good things that go with success. Simply check the program in which you are most interested, and we will send you a valuable free booklet describing the opportunities in that field. Mail the coupon to LaSalle, 417 South Dearborn Street, Chicago, Illinois 60605.

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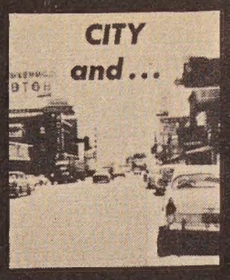
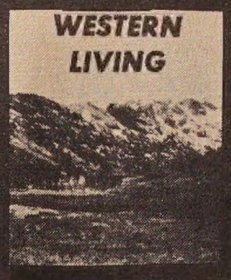
NOW... Start Enjoying "THE BEST of TWO WORLDS"

2½ ACRES

JUST 1½ MILES from ELKO, NEVADA





$1 DOWN / $10 PER MONTH / FULL PRICE NO INTEREST $695.00 NO CARRYING CHARGES

MEADOW VALLEY RANCHOS

BOOMING NEVADA IS EQUALED BY ONLY A FEW PLACES IN THE WORLD. Population has surged Westward in ever increasing numbers. Westward to Nevada, where the air is fresh and clear, taxes are low or non-existent and opportunity is open to all. Yes, Nevada is booming and real estate investors are prospering. **It is a proven fact that many purchasers of Nevada acreage have realized fabulous profits from small investments.** Now, a NEW Nevada Real Estate Opportunity exists for you. This Ground Floor Opportunity is **MEADOW VALLEY RANCHOS, located only 1½ miles from the thriving city of Elko, Nevada.**

THE VERY BEST FEATURES OF TWO WORLDS

... THE WORLD OF THE WEST: Located in prosperous Elko County, the ranchos have the backdrop of the majestic Ruby Mountains. **The sparkling Humboldt River is a short ½ mile away. Every Rancho fronts on a graded road that leads into coast to coast U.S. Highway 40.** Amidst these spectacular surroundings MEADOW VALLEY RANCHO owners can relax and enjoy the wonderful life of the Golden West.

... THE WORLD OF CITY CONVENIENCES: The bustling city of Elko with its modern schools, shops, theaters, hospital and airport is only 1½ miles away. New homes, with FHA financing committments issued, are now under construction ... less than 1 mile from the property. The Experienced, Successful Developers of MEADOW VALLEY RANCHOS are not offering remote land where purchasers have to hope for progress and expansion. They offer you the opportunity of a life time, a chance to participate in Nevada's continuing boom ... Minutes from the conveniences of hospitable Elko, in the midst of current growth and progress, **MEADOW VALLEY RANCHOS has all the necessary ingredients to sky-rocket in value!**

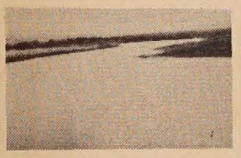
RECREATION UNLIMITED:

GOLF: A mere one mile from MEADOW VALLEY RANCHOS is the Ruby View Golf Course. No rush for starting times on this city owned and maintained golf course, **but golfing as it should be enjoyed.** Play a leisurely 9-18 or 36 holes surrounded by breathtaking scenery, minutes from your rancho.

HUNTING: Hunters from all corners of the globe come to Elko County to hunt the big game species Mule Deer ... Quail, Chukar, and Partridge are found in abundance.

FISHING: In jewel like lakes, and mountain fed bottom streams you'll catch trophy size German Browns, Rainbow and Brook Trout .. large mouth fighting Bass. **RANCHO owners can catch their** dinner within easy driving distance of the property lines.

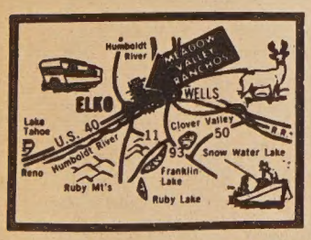
YOUR OWN LAKE . . . You, and your invited guests will spend many happy hours boating, fishing and picnicking at nearby Lake Osino. There is no charge to Rancho owners for full rights to the use of this private multi-acre lake and park area.



PROVEN OPPORTUNITY: Yes, individuals are taking advantage of Nevada opportunity. But the country's leading corporations are also investing in their Nevada futures. Industrial giants, who erect plants where increasing land values and population demand them, are building or have secured acreage throughout Nevada.

LOW OR NON-EXISTENT TAXES: As a result of Nevada's low realistic tax structure, Profits And Wages Are Kept; not paid out to the state. **NEVADA HAS NO STATE INCOME, INHERITANCE, CORPORATION OR GIFT TAX. The low real property tax is definitely limited by the state constitution. YES, NEVADA IS ONE OF OUR LAST FRONTIERS OF TAX FREEDOM!**

TOTAL COSTS: The full price of the title to your 2½ acre Rancho is only $695.00. Complete payment schedule is **$1.00 down and $10.00 per month.** No interest, no carrying charges. Live, Vacation or Retire on your land, or simply hold for investment security. Wise men like Andrew Carnegie said, "More money has been made in Real Estate than in all industrial investments combined." **Make MEADOW VALLEY RANCHOS' PROSPEROUS FUTURE — YOUR FUTURE. DON'T MISS THIS GOLDEN OPPORTUNITY!**



MEADOW VALLEY RANCHOS
3202 STOCKMEN BLDG.
ELKO, NEVADA

MEADOW VALLEY RANCHOS
3202 Stockmen Bldg., Elko, Nevada

MAIL COUPON TODAY

Yes! — Reserve acreage at MEADOW VALLEY RANCHOS for me — 2½ acre parcel, $695 — payable $1 down, and $10 a month — no interest, no carrying charges. Send purchase contract and map showing exact location of my holding. You will return my deposit if I request same within 30 days. I enclose deposit for each 2½ acre rancho desired.

SIZE ACRES	DOWN	PER MO.
2½	$1	$10
5	2	15
7½	3	20
10	4	25

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos ____ Total enclosed $____

"Mr. Hatch was somewhere in the yard. I didn't see him nor would it have made any difference if I had seen him. He returned to the office and told Roadmaster Mulligan: 'Goodness, gracious, but Bill Knapke is a rough-talking man. I was down in the yard and the engineer and brakeman evidently committed an error, and Bill was reprimanding them. The language he used was awful. It was simply terrible.' When Mulligan told me about it later, he said that Mr. Hatch added, 'But you can't help liking him.' " ●

DRASTIC reorganization of its Washington headquarters has been undertaken by the Interstate Commerce Commission with the idea of making that agency more efficient and more economical. Among other changes, the total number of ICC bureaus is being reduced from 10 to 6 and "unnecessary" supervisory jobs are being eliminated. No longer will hearing examiners be required to specialize in certain kinds of proceedings, which enables the ICC to make better use of its personnel.

The Wall Street Journal comments: "The reorganization all sounds pretty fine, in fact, until you come to the 'streamlined' agency's organization chart, which shows that the ICC remains rather labyrinthine. The fault, however, may lie less with bureaucratic lethargy than with legislative obstinance.

"It was Congress, after all, which last year rebuffed the Administration's effort to lessen the Commission's chores by, among other things, reducing oppressive regulation of railroad rate-making. Some lawmakers apparently think railroads are as much a monopoly as they were in the days before such inventions as trucks and airplanes began making many rail lines scramble merely to stay in business.

"So the revamping of the ICC may be a fine idea, as far as it goes, and maybe the ancient agency sometimes will move a little faster. But it could become quite a lot speedier if Congress hadn't saddled the reorganizers with so much to reorganize. " ●

PHOTO in July *Railroad*, page 58, shows Southern Pacific westbound freight 1-829 emerging from the tunnel east of Santa Susana Pass north of Chatsworth, Calif., according to Donald Sease, P.O. Box 295, Ventura, Calif.

"This tunnel is under State Highway 118 he writes. "Timbering in the Santa Susana Tunnel burned out completely in February, 1963 the fire having been traced to an arsonist. The long bore is now concrete-lined. Diesel exhausts have already sooted this up. Telltales were used in the days before air brakes as a safety measure for brakemen 'decorating' the car tops to warn them that they were entering a tunnel." ●

You Schedule the Orders while Your Servicemen Bring You $18 an hour gross profit

Yes, that is your hourly gross profit from the work of only three servicemen . . . at "national-price-guide" rates. And this is much easier to do than you think. We show you how . . . step by step. Duraclean dealers find it is easy to gross $6 per hour on EACH serviceman plus $9 per hour on any service they themselves render. Your income is limited only by the number of servicemen you employ. The 24 page illustrated booklet we'll mail you (with no obligation) explains how most of your gross profit becomes a **clear net profit** to you.

Start while Continuing Present Job

We furnish all the equipment ... and help finance you

If you've wanted to BE YOUR OWN BOSS . . . to become financially independent . . have a fast growing income . . and own a Nationally Advertised business, now YOU CAN.

You can stay at your present job while your customer list grows . . then switch to full time, lining up jobs for your servicemen to do.

One small job a day brings a good starting income. As you add full or part-time servicemen, your income is limited only by your own effort.

Dealers operate from a shop, office, or their home. Equipment is portable . . the electric Foamovator converts to a convenient carrying case.

At the start, you may want to render service yourself . . . or you can start out with servicemen. This business is easy to learn . . easy to start . . so easy to service that women dealers often do it. We prefer you have no experience . . not have to "unlearn" old methods.

We are NOW enlarging this worldwide system of individually-owned service businesses. If you are reliable, honest and willing to work to become financially independent, we invite you to mail the coupon.

It's Easier than You Think to Start Your Own Business

When you receive our illustrated booklet, you will see the way we show you step by step how to quickly get customers . . . how to steadily build more customers from their recommendations.

All six services are rendered "on location" in homes, offices, hotels, theaters, churches, clubs, motels and institutions.

These superior, safer and convenient methods spread Duraclean dealerships throughout North and South America, Africa, Portugal, England, Israel, Norway and many other countries.

National Magazine advertising explains the superior merits of your services, builds your customer confidence and brings job leads to you.

We and a Duraclean dealer will train you and assist you. He'll reveal his successful, proven methods. We show you all you need to know.

You have pre-tested newspaper and yellow-page ads, commercials, and a full mailing program.

Furnishings stores, insurance adjustors, and decorators refer jobs to our dealers. These year 'round services are in constant demand.

TODAY is the time to reserve a Duraclean dealership . . before someone takes your location.

Start Small, Grow Big . . . in this Booming Business

Many men have said to us, "I can't afford to give up my job till I know I have a sure thing . . . a sound business that will provide both security and a better living for my family."

That made sense to us so we worked out such a plan . . . and those same men are now enjoying Duraclean dealerships in many communities. You don't experiment. You use tested, proven methods. You have our backing and "know how."

Does this appeal to you? Don't decide now. Mail the coupon so you'll have the facts to decide wisely. There is no obligation whatsoever. You will then know whether this is what you want.

You can start small and grow big just as we did. A third of a century ago Duraclean was an idea . . . but it caught fire and spread rapidly to a worldwide service. It spread because it was based upon (1) superior processes and (2) proven customer-getting methods.

Our first service, the care of carpets and upholstery, exemplifies these superiorities. It not only cleans; it enlivens the fibers . . . revives dull colors. Pile rises with new life. Furnishings are used again in a few hours.

There's no machine scrubbing. No soaking. Duraclean cleans by absorption. Mild aerated foam lightly applied, lifts out dirt grease and many unsightly spots like magic.

Government figures show service businesses growing faster than industries and stores . . . $750 million yearly potential just in rug and furniture cleaning. You have 5 other services.

Space here will not permit describing your other services but they are fully explained in the free booklet we'll mail you. You have six opportunities for profit on every job.

A few hundred dollars establishes YOUR OWN business. A day's profit more than takes care of the monthly payments we finance for you.

Men frequently take in partners.

We furnish electric equipment and enough materials to return your TOTAL investment. If you have good habits and know the importance of customer satisfaction, you can likely qualify for a Duraclean dealership.

It's been said, "Opportunity knocks but once at every man's door." This could be that one rare opportunity in your life.

It is surprisingly easy to learn this business. You can decide from the information we will send you whether to apply for a dealership. So, with no obligation whatever, mail the coupon TODAY.

Own a Nationally Advertised Business

•

Your Services Are Endorsed by McCall's Magazine, Amer. Research & Testing Laboratories and by leading Carpet Mills & Furniture Makers

•

What Dealers Say:

Langdon Lawson: National advertising is tops, creates leads. In September, working alone, jobs totaled $1,475.

R. C. Blue: Customer called a prominent competitor. They said they could not clean her badly soiled furniture . . . to contact me, "if anyone could get it clean, I could".

Charles Randal: Business keeps growing. Made as much as $120 in one day.

D. Kern: Duraclean's proven-best process and the continuous help from headquarters gave me a big jump on all competition.

George Byers: For University, my total billing was $2,416. Total expenses $814.

Gerald Weihrauch: Three persons called me saw Duraclean advertised in magazines.

Edward Hoy: A smoke damage insurance claim bill was $186. All work was done by me in exactly 8 hours and 2 minutes.

John Hoak: I've never worked at anything I enjoyed more than Duraclean.

W. C. Smith: Earned $650 one week. Volume keeps getting bigger.

Service man for dealer **C. Weed:** Furniture was filthy black. When through, I was amazed how clean.

John E. Frost: First 2 months I grossed $1,000 part-time.

Loren Farris: I'm proud to be independent at 30. I wish I had known about Duraclean earlier.

Earl Davis: Our sales increased $17,660 this year.

Ed. Kramsky: In 2 years, I now have two assistants, a nice home and real security for my family.

Resale Service

If, because of illness, moving or for any reason a dealer wants to sell, we maintain a service to locate buyers and to help him sell.

Dealerships resell at up to 10 times the dealer's cost. R.D.K., after 5 months, sold for $2,000 above his cost. L.L., after 30 months, got $7,116 more than he had paid. The value of your dealership and franchise grows monthly.

FREE BOOKLET tells how to Start Your Own Business

With no obligation, we'll mail you a letter and 24 page booklet explaining this business . . . how and why your income grows . . . how we help finance you.

Then decide if this opportunity fulfills your dream of independence and a much bigger income.

Your location should be taken tomorrow . . . so mail coupon today.

Find Out with NO OBLIGATION

The Duraclean Route to Success

in a dynamic business of your own

What it can mean to you

Mail this coupon TODAY

It may put you in business

Duraclean Co., 5-709 Duraclean Bldg., Deerfield, Ill. 60015

With no obligation, mail letter with 24 page illustrated booklet explaining how I can increase my income and family security with a Duraclean Dealership.

Name _____

Address _____

City _____ Zone ____ State _____

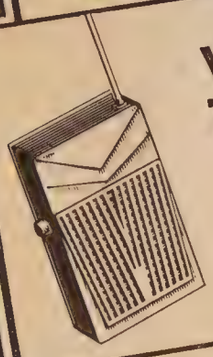
PAY LESS THAN WHOLESALE

TAPE RECORDER

This compact beauty features 4 Transistors, and powerful, built in dynamic speaker. It records, plays back, rewinds, erases. Complete with Microphone Battery, Reels, Tape, Etc.

$6.65

WALKIE TALKIE



Small enough for your pocket or purse yet it transmits and receives. Aerial goes up for greater distance.

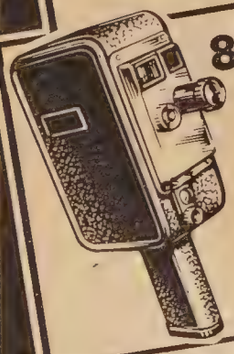
$4.98

FIELD GLASSES

Powerful 7X35 — sharp, clear and handsomely designed. Lightweight, center focusing and protecting lens covers.

$2.40

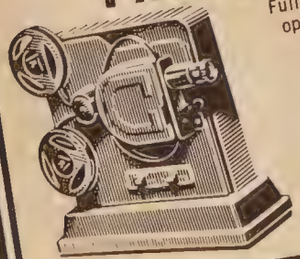
8MM MOVIE CAMERA



Fully electric — No winding. Sharp, fast lens with built in footage counter and pistol grip. Makes great movies in color or black & white.

$4.30

8MM MOVIE PROJECTOR



Fully electrc and battery operated. Used indoors outdoors, no need to plug in. Simple push button operation. Projects big and sharp in color or Black & White.

$2.40

Buy Any Of These And Thousands More... Sell For 200% Profit. A Fabulous Moneymaking Business You Can Operate From Your Home, Part Time Or Full Time...

Only $3.98 for complete portfolio

And You Can Put Cash In Your Pocket Before You Order Any Merchandise

Thousands of men and women, young and old, are making big money in the exciting Home Import Business — why not you? The great new 1965-66 Home Import Portfolio shows you how to do it, step by step, simply and easily. No previous experience is necessary. Start anywhere — city, town or rural area. You're in business 10 minutes after your big new portfolio arrives with its mountain of inside information such as . . .

WHERE TO BUY THOUSANDS OF DIFFERENT ITEMS
HOW TO IMPORT THE ITEMS YOU WANT — STEP BY STEP
HOW TO SELL FOR HUGE PROFITS TO STORES, TO FRIENDS, BY MAILORDER, ETC.
HOW TO OBTAIN FREE ADVERTISING IN NATIONAL MAGAZINES
HOW TO GET FREE SAMPLES OF ALMOST ANY ITEM YOU WANT
HOW TO HAVE MERCHANDISE SHIPPED DIRECT FROM THE FACTORY TO YOUR CUSTOMERS
HOW YOU CAN PILE UP MONEY BEFORE YOU ORDER ANY MERCHANDISE
HOW TO PUT MERCHANDISE BEFORE THOUSANDS OF POTENTIAL BUYERS WITH A SINGLE ADVERTISEMENT
AND MUCH, MUCH MORE... ALL IN STEP BY STEP EASY TO UNDERSTAND LANGUAGE.

Do not order merchandise from US. The portfolio tells you where and how to obtain anything you want.

Knit Dresses	$4.00
Woman's Hair Wig	$12.00
Cigarette Lighters	$.20
Tennis Racket	$.50
Transistor Radio	$1.70
Sewing Machine	$3.25
Spinning Reels	$.98
Wrist Radio	$2.89
Riflescope	$1.90
Electric Trains	$.98
Man's Briefcase	$.85
Electric Hair Dryers	$1.39
Adding Machine	$4.25
Hand Carved Clocks	$.88
Beaded Handbag	$1.00
Complete Fishing Kit	$1.10
Cardigan Sweater	$3.25
Human Hair Wigs	$8.00

and THOUSANDS MORE

PRICES SUBJECT TO MARKET FLUCTUATION

This all new 1965-66 Portfolio has been prepared by an experienced import and advertising professional who has earned thousands of dollars with the methods and inside information he now reveals for the first time. It is absolutely thorough and complete. There is nothing else to buy. Don't wait — order now and start an exciting, easy to operate home business of your own. Every day you wait is money you are losing. Full price only $3.98, from Council Publishing Corporation, 605 Third Avenue, New York 16, N. Y. Prompt refund if you don't agree that it's the best investment you ever made.

FREE HOME TRIAL COUPON

COUNCIL PUBLISHING CORPORATION — DEPT. P-10
605 THIRD AVENUE
NEW YORK 16, N. Y.

Please send my HOME IMPORT PORTFOLIO immediately by return mail, postpaid. I enclose $3.98 payment in full. If I am not completely satisfied, I will return it within 10 days for a full refund.

NAME_____

ADDRESS_____

CITY_____

STATE_____

John B. West, 220 Warren Rd., San Mateo, Calif.

A Whistle in the Night

THERE'S a lonely water tower and a pale moon shining down;
There's a warm and cheery sandhouse in a railroad junction town;
There's a lumber-loaded freight train puffing up a desert grade
With hot wheels in the noontime whanging out their serenade;
There's a fire crackling loudly beside the right-of-way,
While over all is the purple haze that mourns the dying day.
Oh, the old and stirring pictures that flame up clear and bright,
When'er I hear a distant train go whistling through the night!

There's magic in its mournful wait—I can see the headlight gleam
Around the cut, down the gorge, across the hidden stream;
I can feel the hollow rumble of the heavy, pounding train
With coach tops dully glowing in a pouring midnight rain;
I can hear the clang of a crossroad bell and catch the signal flash,
And smell the stinging, acrid smoke that chokes the rocky gash;
There's a fleeting glimpse of a farmhouse with windows scarred
and white,
All these sweep by whenever I hear a whistle in the night.

A sailor who's gone down in ships and now is fast ashore,
He never hears the night sea moan but longs to sail once more;
A rover who has flung his pack and settled down to stay,
He never sees an arrow west but wants to go away.
To some the ties say "Travel on," to others "Travel back";
But pity the one to whom the ties are just a railroad track.
His heart is cold and his blood is thin though the years on him are
light,
He'll never feel the pull of a train that whistles in the night.

—*Who wrote this?*

RAILFANETTE

The *Capitol Limited*, a famous train serving Baltimore, Washington, and Chicago, pauses for a fresh crew and servicing at Willard, Ohio, a division point named for a former Baltimore & Ohio president. Many B&O photos, some of them shown on these two pages, were shot by railfanette Eileen J. Wolford, who works for a steel tubing manufacturer, to help her boss, Julian Barnard, Jr., an HO scale modelbuilder and B&O fan, to construct a series of authentic miniature railroad layouts. Eileen is associated with a small group of railfans who are interested in collecting and preserving old B&O railroadiana.

Photograph by Miss Eileen J. Wolford, 18½ Steele Ave., Shelby, Ohio 44875

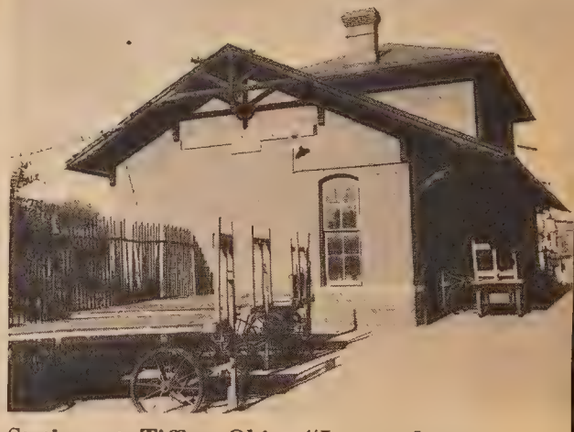
Eileen was born on a farm July 21, 1938. She's a curly-haired brunette with hazel eyes; doesn't smoke, has no pets. We see her at a control tower in Willard yards.

An exposure of over ten minutes was required to make this shot of dining car No. 1036, Class 4bm, the *Martha Washington*, on a dark, cold, February night.

Photographed by Miss Eileen J. Wolford

Eileen displays a collage of the B&O depot in Evans City, Pa., which she fabricated with bright colored bits of paper in primitive style, like folk art.

"I got my first taste of modelbuilding," she says, "while assisting Julian Barnard, Jr., with these setups for use in a series of advertisements for the Ohio Seamless Tube Division.



Station at Tiffin, Ohio. "I can almost see the oldtime carriages waiting there and engine smoke in the distance."
Miss Eileen J. Wolford

Eileen likes the flavor of a camera study like this one of the wooden MN tower on the B&O's Newark-Sandusky branch at Mt. Vernon, Ohio. "I am fond of old buildings," she says, "and try to visualize the people who occupied them."
Photograph by Miss Eileen J. Wolford

Photograph by Miss Eileen J. Wolford
This fine old building at Glendale, Ohio, no longer in use as a railroad depot, has been rented for an artist's studio and for that reason may escape the demolition ax. Eileen finds its mid-Victorian architecture charming.

Canada's Newest Railway

(Photos copyright by Canadian National Rys.)

COMPLETION of tracklaying on Canada's newest railway, the Great Slave Lake line, has started traffic rolling by rail for the first time into that vast northern wilderness known as the Northwest Territories. The line is really a branch of the Canadian National system, which built it at a cost of $86 million and recently began operating it.

The GSL extends from Roma, Alberta, a junction point with the Northern Alberta Railways, in a northerly direction for 377 miles to Hay River, N.W.T. This terminus is located on the reedy rim of Great Slave Lake, a desolate but picturesque body of fresh water, the haunt of loons, ducks, beavers, and other wildlife. Eleventh largest lake on earth, Great Slave is about half the size of Lake Michigan.

From a spot seven miles south of Hay River a 55-mile branch runs eastward to Pine Point, making the GSL's total mileage 442. Valuable zinc and lead fields center around Pine Point. The main purpose in building the new railway was to develop those mines. In fact, most of the shipments over the GSL have been ore from the Pine Point region. The first was a 36-car consist handled in work-train service last November 23rd before the line was completed. It is expected that some 215,000 tons of ore will be shipped annually from the open-pit mines to smelters about 900 miles away at Trail and Kennedy, B.C. Grain, lumber, pulp, and oil also will move in great quantities.

Even before its completion, the line was transporting grain from the fertile fields of northern Alberta. Lack of transportation, aside from long truck hauls, held up the development of that area. Now, however, tall grain elevators and sawmills are rising along the route while applications for homesteads go up.

Location surveys began in January, 1961, but the actual work of railway building was not started until February 12, 1962. The project used more than 10,000 carloads of track, bridge, and

Tall grain elevators and sawmills are springing up along the route of Great Slave Lake Railway and homesteading is on the increase.

Longest GSL bridge, now completed, is 2000-foot steel span across Meikle River Valley.

culvert materials—enough to make up a train 200 miles long! The transportation of supplies was facilitated by the fact that the rail line is adjacent to the Mackenzie Highway which runs to Hay River. This permitted the movement of materials and equipment by truck ahead of the steel for stockpiling purposes as well as early completion of the bridges.

The GSL has seven major steel bridges and 27 lesser steel and timber structures. The largest of these is at Mile 73, where nature gouged out the Meikle Valley, 300 feet deep and a mile across, through an otherwise level plain. Across this valley a 2,000-foot-long bridge, with tracks, was erected 165 feet above the Meikle River.

Geographically, the single-track railway traverses a series of low plateaus located between wide and shallow river valleys. None of the rivers, except the Meikle, is more than 100 feet deep. The line's average elevation is 1,800 feet above sea level for the first 200 miles and 500 feet for the remainder. Most of the curves are 1 to 4 degrees; a few are 6 degrees.

The first 300 miles of railway pass through intermittent farmland and forests abounding with moose and smaller wild creatures. Just north of Peace River, the southern terminus, there is a potential of six million acres of arable land. Above there, land adjoining the railway is not developed. Riding the trains you would pass only small hamlets of hardy pioneers at intervals of approximately fifty miles.

Tracklaying took a big spurt in 1964 when, for the first time, rails were laid along the route in winter. Canadian winters are really cold. Construction crews tied up at Mile 227 before Christmas, 1963, with the mercury at 47 below. They resumed work again in January and reached Mile 270 early in March, laying track with a D-6 caterpillar tractor equipped with a 32-foot boom.

The main piece of tracklaying equipment, however, is the *Pioneer* (pictured on our front cover). This highly-automated unit is the only machine of its kind in the world. It served not only as a tracklayer but also as the power unit in a seven-car work train, pulling flatcars loaded with steel rails, ties, and rail fastenings. With a crew of 50 men it laid track steadily, using 80- and 85-pound rail and creosoted jackpine ties, at the rate of a mile or more per ten-hour day, moving forward at a speed up to 12 feet per minute.

A conveyor line attached to one side of the cars and to the *Pioneer* brought up ties from the rear. There are 2,880 ties per mile. Ties were placed in front of the *Pioneer,* together with tie-plates, in position on sub-grade. A crane traveling on an overhead monorail lifted the rails, with splice bars attached, from the flatcars and lowered them onto the ties.

Then spikes were driven into every fourth tie, by tools powered from air compressors mounted on the car body.

Crane traveling on monorail lowered each rail to the ties. (See front cover.)

Big boss: V. R. Cox, engineer, directed the construction for three years.

These same compressors also operate the train brakes. Heavy-duty bolting and spike machines followed the *Pioneer*. The ballast was placed at a minimum depth of 12 inches under the ties.

Canadian National built the *Pioneer* in 1956 at its Fort Rouge motive power shops in Winnipeg and used it for the first time to construct a branch line in Manitoba. An electric generator on the *Pioneer* operates five motors that power both the tie-conveyor belt system and the monorail crane. This giant can operate in all weather without damaging sub-grade, except during the winter when the mercury falls to 50 below.

Spearheaded by the *Pioneer,* sturdy construction crews crossed Canda's 60th parallel and pushed the steel up to Great Slave Lake, opening a new and promising frontier. And now freight trains loaded with mineral treasures dug out of the earth are rolling southward over the shining rails of Canada's newest railway. ●

Typical stretch of straight travel on the new Canadian National branch, showing bleak wilderness country of the Far North.

Photos of the Month

Andover Jct., N.J.: northbound Lehigh & Hudson River train seen behind order hoops and window sash of signal tower.

William R. Wright (Atlantic Coast Line cashier), 34 Beech St., Cranford, N.J.

The first locomotive built by NOHAB, 100 years ago, the *Trollhattan*, named after Swedish city where company is domiciled; now in Stockholm Ry. Museum.
Swedish-International Press Bureau, Brunkebergstorg 14, Stockholm C, Sweden

Gandy dancers like these are getting scarce, now that immense machines do most of the labor on railroad tracks.
Ed Nowak, New York Central

Steam power is still wheeling "Paul Bunyan's toothpicks" on the railroad of Chicago Mill & Lumber Company at Tallulah, Louisiana. This Heisler was built almost 50 years ago and even now is capable of turning out a good day's work.

Wilbur T. Golson, 6552 Winbourne Ave., Baton Rouge, La. 70805

Photograph by Arthur T. Knowles

Scene on fantrip of the Railroad Enthusiasts: locomotive of Green Mountain Railroad takes water with aid of Middlebury, Vermont, Fire Department. This procedure is necessary because there are no longer facilities in that area for servicing of steam power.

Donald P. Wallworth, 135 Brookside Ave., Hohokus, N.J.

May 9, 1965: Morris County Central's 2-8-0 gaily breaks a ribbon as she enters the Whippany, N.J., station for her first trip. This fine old engine was originally Southern No. 385, then Virginia Blue Ridge No. 6 before being sold to the MCC.

Waycross, Ga.: sanding a passenger diesel of the Atlantic Coast Line.

Pay-car currently in use on the National Railways of Mexico, Queretero Division. As it now pays by check, armed guards are no longer needed. Years ago, many lines in U.S. and Canada, as well as Mexico, had such cars but paid cash then.
Ferrocarriles Nacionales de Mexico

Oldtime oil train on the Long Island Rail Road. Every summer from the 1880's until about 1930 this equipment traveled through Nassau and Suffolk counties spreading oil along the right-of-way, at a cost of about $12,000 annually. Oil held down the dust, helped to preserve the ties, assisted in the drainage of trackside ditches, and discouraged trespassers. This photograph was made by Ron Ziel from an original glass plate for use in the forthcoming book, *Steel Rails to the Sunrise*, a history of the LIRR that he recently finished writing in collaboration with G. H. Foster. Ron Zeil, who lives at 185 Wall Street, Brooklyn, New York, is the author of *Twilight of Steam Locomotives*. He owns a former BEDT steam locomotive.

I Was an ICC LOCOMOTIVE INSPECTOR

by Rockwood T. Roberts

The author (left) as ICC zone supervisor in the Boston office, with Inspector Wilkie and the secretary, Miss Connoly.

JUST yesterday, or so it seems, I was pulling freight for the Boston & Albany, which was one of the steps along the way to my job as locomotive inspector for the Interstate Commerce Commission, from which I retired recently. How thrilled I was to get the call for one of my first drag freights at the throttle of a loose-jointed Consolidation type! I remember pulling out of the yards onto the main, lifting my gauntleted hand in salute to the towerman as I drew back the Johnson bar a notch, and listening to the slow click of wheels over the rail joints. . . .

But I'll start at the beginning. Like many other youngsters in my home town of Worcester, Mass., who were endowed only with the bare necessities, I had to work at such things as peddling papers and setting up pins in bowling alleys. I also gathered winter fuel by picking coke from the fire-cleaning pit at the B&A enginehouse. In those days too, I stole many a ride on the footboards of tired old switching engines, currying favor with the hostler by throwing switches for him.

As time went on, my railroad fever was fanned by the stories that tough old hoggers told me of exciting trips, near-wrecks, and the problems of running steam locomotives. I often thought of these things, even in the classrooms of Worcester English High School, and when I graduated from school I knew what kind of work I was going to do.

I went straight to the enginehouse, with hat in hand and knees trembling, to see Charlie Ayers, the foreman there. Mr. Ayers was a crusty old codger and quick to see through the alibis and excuses of enginemen, but he put me at ease that first day by hiring me as a machinist helper. It was a ten-hour stretch, seven days a week. Nevertheless it was a job I liked and in the kind of atmosphere that meant a lot to me, and I was happy.

My father had died a short time before, and my gallant mother was doing her best to support the six of us, including herself, by dressmaking. Tears came into her eyes when she tore open the small envelope containing my first week's pay and counted out $12.52, which was quite a bit of money in those days, especially in our home.

During the three years that I held this job I received only one modest pay boost. I might have been satisfied to go on to a machinist's rate, but one day while standing in line at the pay-car window I saw a fireman sign for twice as much money as I was getting.

This I couldn't bear. Why should I work long hours and get my overalls covered with oily grease from changing broken driving springs, and wear out my bones pounding fitted bolts with a ponderous sledge hammer? Maybe John Henry liked that sort of labor, but I didn't. A fellow could earn bigger wages on the left side of an engine cab, shoveling coal, watching the scenery flit by, and waving at the girls.

That, I decided, was the life for me. So in January, 1916, with the snow piled high outside and the mercury way down, I quit the job of machinist helper, bought a long-peaked cap, a bandanna, and a pair of goggles, and picked up the scoop. No more heavy repairs for me under the watchful eye of a slave-driving foreman!

I SOON discovered, however, that my change in occupation was merely a new form of bondage. It wasn't so bad firing yard goats and local passenger runs, especially in winter and spring; but to work on 16-hour drags in midsummer, while a scorching sun added its blaze to the heat from the firebox and the coal in the tender seemed forever to be getting out of reach, taxed my agonized body to the limit. And there were times when we battled up steep grades that the Shylock at the latch would squint at the water gage and demand a few extra pounds of steam pressure.

On such occasions anger would well up in me, but some unseen force would clench my lips, holding back the urge to tell that damned hogger where he could shove his scoop.

Seniority built up fast with the Eight-Hour Law, and choice jobs were up for the bidding. Eager to improve myself, I attended evening classes at the engineering school of Northeastern

An important duty of ICC inspectors is to investigate railroad wrecks such as this unique upset on the Boston & Maine at Woodsville, N.H. (date unknown). The engine at the right, No. 1015, was heading for the roundhouse while the other locomotive was going to pick up a passenger train at Woodsville. They both tried to use the same switch at the same time.
Photograph from collection of Stephen D. Maguire

University in Worcester, and at length I graduated proudly as a mechanical engineer. Now at last, I felt, I had the world by the tail. Interviews brought good job opportunities in outside industries, but with railroading in my blood I just couldn't quit the steel trail.

In almost every man discontent overshadows periods of complacency. Some event, some condition looms up suddenly to change the entire picture. I had become reconciled to the rigors of a fireman's life and was even enjoying it, after a fashion, until one day I learned that a machinist friend of mine named Comack had just received an appointment as state inspector of railroads in Massachusetts. On top of that, word came that another machinist, Neil Sullivan, who had attended Northeastern with me, was appointed a Federal inspector of locomotives.

These two appointments, but especially the latter, impressed me very much and made me envious. I knew that ICC inspectors were treated with great respect. Many of them carried themselves like the Cabots and Lodges who conversed only with the ranking brass.

There were good reasons for such treatment. The Locomotive Inspection Act of 1911 created fifty districts in the United States and assigned an inspector to each one. These men had the authority to enter railroad property anywhere, inspect equipment, and examine all books and records pertinent to his job. A lengthy book of regulations on the inspecting and testing of locomotives and their appurtenances gave him full supervision of all motive power running in his territory.

On some routine trips the inspector wore overalls and climbed into pits, fireboxes, and boiler interiors, checking various parts for defects. He scanned the work reports that were kept on file for his review. When he noted that some piece of equipment still had a defect which a number of enginemen or inspectors had reported, he would take steps to correct it. Upon locating such an engine, whether she was in a passenger train at a depot or coupled to a fast freight in the yards, he would issue a peremptory pink slip (Form 5), one of the most dreaded of all railroad documents. Form 5 automatically pulls an engine out of service and keeps her out until she is shopped and properly repaired and until the report of those repairs is signed and notarized.

Last year, for example, ICC inspectors issued 569 pink slips. Furthermore, 11 percent of all locomotives subject to Federal inspection in 1964 were found defective and had to be repaired before they could be dispatched. Delays due to this action sometimes run into hours. Indeed, if the owner of such a locomotive is unwilling or unable to pay for the needed repairs, she is kept permanently idle. Which explains why the Reading will not run any more "Iron Horse Rambles" with its 6100's, at least not any more this year. It also explains why many other steam locomotives are not handling fantrips today.

Since Neil Sullivan, the ICC inspector, was a good friend of mine, he told me what was happening behind the scenes, and as a result I set my sights a little higher. But my first application for the post of ICC inspector ended unhappily. Along with numerous other railroad men in Worcester, I took the two-day Federal test. It was a grueling exam and we all flunked. For some men this may not have been so bad, but because of my broad experience and my engineering diploma I felt disgraced.

YEARS passed. I was promoted to the right side of the cab. Not until 1937, after preparing thoroughly for the ICC test, did I pass—and at the top of the class for the entire country! Shortly thereafter I received the long-coveted appointment.

There were still hurdles to clear. Many a man has been sworn into such

a position, only to stumble and fall out in his year of probation. Nowadays, three full months of intensive training under a number of experienced inspectors is required even before you get a temporary assignment. During my initiation five or six weeks was sufficient.

After conferences with Washington supervisors, the newcomer is sent out with various inspectors, one at a time, to different parts of the country. During the working hours he inspects locomotives, all types, and afterward writes reports that take him far into the night, and engages in technical discussions of the subject. Headquarters is kept informed on the beginner's morale, his general ability, his manner of comportment with railroad company officials, and above all his reaction to the orders and instructions he gets.

I managed well under the first inspector I was sent out with, but hit a snag when I came to the second, a strict and efficient gentleman of the old school named Lou Allison. All orders Mr. Allison gave had to be obeyed to the letter.

Today inspectors travel in unmarked cars but when I started we used trains or buses. That first day, arrangements were made to meet in a hotel lobby about 6 a.m. so that a half-hour later we could catch a bus to an enginehouse twenty miles distant. The desk clerk missed my call. Mr. Allison waited in the lobby five minutes and then was furious to learn his instructions had been violated. He went out for breakfast while I, bleary-eyed and hungry, just barely managed to catch the bus. This was bound to go into his report to Washington.

We arrived at the enginehouse before the foreman showed up, but the dispatcher called his home and the man came down on the run. It was a beautiful, warm, spring day. The foreman arrived in a clean white shirt and a new straw hat. I had left New England on the chilly anniversary of Paul Revere's famous ride, so I was wearing winter clothes. Needing a straw hat, which every well-dressed man wore in those days, I asked the foreman where I could buy one.

"I'll take you to a good place uptown when you are ready," he said. "You can get one like mine. It's cheap but guaranteed not to lose its shape even when washed."

I thanked him and we looked over several engines that seemed to be in good condition. Then Mr. Allison spotted a huge Mallet, against which he had a secret complaint. I scrutinized one side of her while he and the foreman went up the other side. Afterward, we met at the front end and compared notes.

Fireboxes with their flue sheets and crown sheets had to be checked meticulously, so while my two companions were standing on the ground I climbed into the cab. In order to inspect the firebox you had to create a draft by using the blower, which I did. This blower is an iron pipe running from a valve in the cab to the smokebox where, over the exhaust tip, it points toward the middle of the stack.

The Mallet had been left outside all night and the valve leaked slightly, which allowed the long pipe to fill with condensation. When I opened the valve, much to my consternation, several buckets of water shot into the air and down over the front end. Into this geyser went a lot of soot and dirt.

Before I could open the butterfly door I heard a yell and a curse. The foreman evidently thought a careless watchman had caused the water display and he ran back to the gangway, probably to bawl the fellow out. He calmed down, though, when he caught me looking in that direction.

What I saw filled me with a sort of horror. Two men, one with starched overalls fresh from the laundry but now bedraggled and the other wearing a shirt which once had been white and a new straw hat which had suddenly lost its shape. These men, upon whom my future as a locomotive inspector might well depend, stood below me like scarecrows, their legs apart and dirty water dripping down their trousers. The expression in their eyes was not happy.

Thus there were two marks against my record that morning. My stomach, which was empty from the missed breakfast, turned over as fear gripped me. Slowly I got down from the cab, Then, to break the tension, I said: "Let's see if that salesman was telling the truth about the hat being washable."

That evening, however, Mr. Allison assured me that all was forgiven but in the future I should be very careful when blowing out water glasses, opening blower valves, or testing brakes. I heaved a sigh of relief.

In due time I passed my training period successfully and was sent to Omaha, my first assignment. The corn belt is quite different from New England, in which I had been born and raised and where I had worked for years on the Boston & Albany. I loved New England and felt homesick. Many a time I wondered if I had been wise to leave there. The experiences that followed were novel and exciting but overclouded by doubt.

My first big scare came at Clarion, Iowa. Very early one morning before sunrise I was walking from the depot to the Chicago Great Western enginehouse when a large German police dog sprang at me out of the darkness, ripping the cuffs of my pants legs. I had no weapon to protect myself but repeatedly hit the brute with the leather bag which held my overalls and tools.

The dog followed me into the enginehouse office. The place was deserted at that hour but the light over the loaded desk was burning. I climbed onto the desk, on top of the books and papers, screaming at the top of my lungs. The night machinist heard the commotion and hurried inside, his hands and face smeared with grime. Knowing the dog, he ordered it to lie down, and the animal retreated to a corner, whimpering. Then he explained what had happened. A hobo from a nearby jungle camp had come over to the enginehouse for a pail of water and had kicked the animal merely because it had barked at him harmlessly. Since then, the dog had been showing resentment at the approach of strangers. I won its friendship with candy bars.

NEXT DAY, I ran into trouble at Oelwein, Iowa, where the Chicago Great Western shops had been built by a former superintendent named Walter Chrysler, who later became an automobile magnate. The enginehouse there formed almost a complete circle around the turntable, with an office at one end affording the foreman a sweeping view of the dump pit, sandhouse, and coal pocket. Close to the outbound track was a dingy shack where the tool-boy kept his supplies.

As I approached the shanty I caught sight of a Mikado set out for service. Streams of water and stream from the injector overflow almost obscured the left side of the cab, which was a flagrant violation of our rules. Such a defect is sometimes caused by foreign matter lodged under the boiler check and can be removed by operating the injector. I aimed to make certain before going to the office to make out a report. Dropping my leather workcase out of the way, I climbed into the cab.

I learned that several weeks prior to my visit, some railfans had come onto the property to take pictures and one had fallen and injured his ankle. The foreman thereupon erected signs which forbade tresspassing. When he saw me

entering the cab, he ran out angrily, his rotund body and short legs making the hundred yards in a few seconds. He waited impatiently until I returned to the ground. Then he suddenly grasped my coat collar with one hand and the seat of my pants with the other and gave me the bum's rush.

"Get the hell out of here," he bellowed, "and stay out!"

He tried to kick me but missed. Surprised and embarrassed, I turned to explain. Just then the office clerk came out to report an urgent phone call. I walked back to the workmen's shack, my face flushed and clothes slightly dishevelled. Then picking up my bag, I headed for the office. The foreman had just finished with the phone when I laid my case on his polished desk. I can see him now slumping in his swivel chair. As politely as possible, I said: "I'm the new inspector, sir, and I've come to make an inspection," adding with a chuckle, "if you don't mind."

The pudgy face reddened perceptibly and sweat poured from his forehead. As he helped to remove my coat he apologized a dozen times. I put him at ease by relating my funny dilemma with the straw hat.

My two sons were accustomed to swimming with their mother in the salt waters of New England beaches and playing games in cool fields. When we arrived in Iowa in early July the temperature was 110, never going below 100 during the night. Returning home after a day in the shops with the sweat pouring out of my shoes, I'd find the boys in the cellar with their backs against hot walls.

Many a time I thought of quitting and returning to the passenger run still open for me, but I knew I could never stand such humiliation since Cormack and Sullivan had made good as inspectors. The boys would never believe what I might tell them. They would think I was fired.

I wanted to move back to the East, but could not do so until I had been working about two years for the ICC and the Pittsburgh district office became vacant. This was a good break. I had some interesting and valuable experiences on the Pennsy, which space does not permit me to describe here, and then I was told that I could get still nearer to my old home.

HAPPILY I packed again and moved to Albany, N.Y., to cover such areas as the Green Mountains of Vermont and the Adirondacks in upper New York. In the small towns of the north country near the Canadian border it seemed everyone knew me. The pocket case that an inspector uses for identification got bothersome, its sharp edges wearing my pockets. I stopped carrying it, for it seemed to serve no purpose.

One morning when the day was breaking and I was crossing the yard tracks to the enginehouse, a uniformed border patrolman stepped before me with gun drawn.

"Where are you going?" he asked.

"I'm—I'm—heading for the roundhouse," I said sleepily.

"For what?"

"I'm a Federal inspector. I—I—"

"Let me see your credentials."

The officer stepped back, his gun still pointed. I was trapped, but stalled for time to gather my wits. I fished through my pockets, pretending surprise and at the same time trying to explain by mentioning the foreman's name.

"I've heard such stuff before," he said. "Let's go to the depot."

The station was several hundred yards up the tracks. I led the way, with the officer at my heels. We had gone several car-lengths when a lantern appeared heading toward us. My heart leaped as the yardmaster approached. Obviously surprised at what he saw, he held up the lantern.

"Rock," he said, "What's wrong?"

"You know this man, Dan?" asked the border patrolman. The reply was:

"Why, sure. That's Rocky Roberts, the locomotive inspector."

The ice being broken, the three of us stood there and laughed.

"When I first caught up with him," said the patrolman, "I felt sure he was one of the gang smuggling across the line."

For a spell I had to quit this country. A change in the consolidation of several bureaus found me chosen as one of the zone supervisors. Boundaries were pushed back and my supervision extended to all offices and inspectors from Buffalo east to the coast and from Pennsylvania to the border.

Eventually I returned to Albany and have been living there ever since. In due time I retired. My leisure pursuits have been books, golf, and occasionally writing technical articles and short stories for *Railroad Magazine*.

Of late I've heard of a man with a long white beard and carrying a scythe making calls in the neighborhood, and some day he is going to ring my doorbell. But with my distaste for alcohol and nicotine, along with other good health habits, I hope to be able to dodge him for a long time. Maybe before that day dawns I will have made a hole-in-one and will have told *Railroad Magazine* considerably more of my experiences in engine service and as a Federal locomotive inspector. ●

Photo by David Plowden, 1239 Madison Ave., New York 28, N.Y.

Author inspected this engine, Central Vermont 707, just before her final run.

EASTERN PACIFIC

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 (a) *How many employes work for companies which pay into the Railroad Retirement Fund?*

(b) *How many railroaders now living are lucky enough to draw retirement benefits?*

(c) *If the railroads match each employe's payment into the Fund (I believe it is now $36.36 per month, and going up), payments for both would be $72.72. Isn't this rather steep, considering the benefits that employes draw—if they live long enough to draw any at all? Compare Railroad Retirement costs and benefits with those of Social Security; doesn't it seem that railroaders are being taken for a ride?*

These questions came from a Chesapeake & Ohio man. We put them up to Howard W. Habermeyer, chairman of the Railroad Retirement Board, 844 Rush St., Chicago, Ill. 606011. Here are his answers:

(a) Approximately 750,000.

(b) About 425,000 retired railroad employes are currently receiving annuities from the Board. This figure includes recent retirees, those retired a few years ago, and about 50,000 men and women who have been on the Board's rolls for periods ranging from 15 to 29 years.

On the basis of the Board's experience to date, the average employe retiring at age 65 can expect to draw benefits for about 13 years. As for the chances of survival to retirement age (65), they are 73 in 100 for a male employe now age 40 and 77 in 100 for a female employe now age 40.

Annuities also are being paid to some 175,000 wives and 285,000 survivors. The total number of persons now on the Board's monthly benefit rolls is about 885,000. This is approximately 140,000 more than the number of employes now working in the railroad industry.

(c) Although railroaders do pay more in taxes than do the workers covered by Social Security, they also get substantially more benefits. Some of these benefits are not available at any price from Social Security. They are well worth the additional taxes.

Studies made by the Board's actuaries indicate that to buy the extra Railroad Retirement benefits from private sources, the employe would have to pay a great deal more in premiums than the Railroad Retirement system charges him in additional taxes. A survey of employes active in 1962 revealed that even for a railroader as young as 30, the extra Railroad Retirement benefits may be worth nearly three times his own additional taxes. For older employes, the corresponding ratios were much higher.

The *average* Railroad Retirement annuity currently being paid is $138, or 75 percent more than the average benefit paid by the Social Security system to retired workers. The *maximum* annuity under Railroad Retirement is about $216 a month. The Social Security maximum in the usual case is less than $127 a month.

Furthermore, under present provisions of the Railroad Retirement Act, future employe annuities can be as high as $350 a month and, in some cases, even higher. By contrast, the present Social Security law has an absolute maximum of $127 a month for all time to come.

During 1964, total tax collections for the Railroad Retirement Fund amounted to $621 million, while total benefits paid out by that Fund came to $1,109 million—almost twice the amount of taxes! (The difference was made up from other sources of income.) By contrast, during the same year Social Security collected $16.8 billion but paid out only $16.2 billion in benefits.

All of which means that Railroad Retirement gives the worker a much better break than Social Security does.

2 *Which is the biggest city in North America without passenger-train service?*

We don't know. "So far as I can learn from information sent me," writes Jim Lyne, editor of *Railway Age*, "it would appear to be New Bedford, Mass. (population 102,000)." Mr. Lyne limits himself to "completely independent communities," ruling out such places as Long Beach, Calif., in the Los Angeles metropolitan area. His readers claim that Key West is the largest city with no rail service whatever; that Farmington, N.M. (pop. 23,800) is the largest town serviced by a narrow-gage line; and that among the highly populated areas with no through passenger-train service is the Cleveland-Pittsburgh route.

Servicing a Western Pacific diesel for a night run.
Western Pacific Railroad photo

"I think that the city of Granby, Que. (pop. roughly 30,000) is the largest Canadian city without passenger-train service," writes Kenneth F. Chivers, 67 Somerset St., W., Ottawa 4, Ont., Canada. "Our only provincial capital without regular passenger-train service is Fredericton, New Brunswick (pop. about 20,000). The Canadian Pacific timetable indicates that mixed trains serve Fredericton but gives no schedule, merely suggesting that CPR agents be consulted for particulars."

3 (a) *When was the last M-K-T steam run?* (b) *Is any Katy steam engine currently in use or on display?* (c) *Is there anything to the rumor that the Katy will rebuild the eastern end of its system?*

(a) May 4, 1951. The movement was a special passenger train from St. Louis and return for a Catholic pilgrimage to a Starkenburg shrine, the nearest rail station being Rhineland, Missouri.

(b) None that we know of.

(c) The only available information is a statement made recently by M-K-T president John W. Barriger to the effect that the management hopes to rehabilitate the entire system.

4 *How can Island Tug & Barge Ltd. (Victoria, B.C., Canada) be classified as a railway?*

It's a train-ferry type of switching line listed in *The Official Guide* and has trackage (less than 5,000 feet) between its terminals. Most of its track, unlike that of other railways, is divided into five units, each unit laid on one of its five rail-car barges that ply coastal waters between British Columbia and Seattle and Tacoma, Wash. These barges vary in capacity, holding from 12 to 21 freight cars apiece. IT&B also has a rail yard, which can handle 50 cars at a time, and warehouses.

Laurie Cox, general traffic agent of IT&B's railway division, puts it this way: "Although our rails travel over the wa-

One of 5 barges owned and operated by IT&B, which is classified as a railway.

ter, we are classified as a railway and perform the same functions and services as a regular rail line."

Unlike the Canadian National and Canadian Pacific barges which ply the same waters and are pulled by towboat firms on a contract basis, the IT&B is a towboat firm with its own railway.

According to information received from Samuel Fulton of Victoria, this operation stems from a contract rail-barge connection between the Pacific Great Eastern Railway at Squamish, B.C., and Seattle. About nine years ago Harold Elsworthy, then president of IT&B, sold the Union Pacific, Great Northern, and Milwaukee Road on the idea of a spur spanning the water. The company then built a terminal on filled-in land and began regular service in 1959. Among the commodities it handles are produce, bulk molasses in tank cars, steel, bulk grains, additives for plywood manufacture, and sand. (See IT&B picture in *Along the Iron Pike*.)

5 (a) *Why are New York Central's MU cars painted green?* (b) *When did the last steam locomotive run out of* Harmon and (c) *White Plains, N.Y.?*

(a) Green is an easy color to maintain. (b) In 1952. There is no record of the exact date or engine number. (c) Sept. 11, 1952, engine 4549.

6 *Do you have the words to the "Night Yard Engine," by W. C. Wilhite?*

Yes, here is the poem you want:

The graveyard goat starts out at twelve
To do her nightly grind
And clean up work the day crew drops,
Ties up and leaves behind.
The Y.M. leaves his "yellow sheet,"
The foreman reads it through
To get a line on this night's chores;
So let's look with him, too.

"Be sure you turn the cinder pit
First thing, then spot the dock.
You'll find three hoppers on South One
Behind ten gons of rock.
The agent wants the team track switched;
Then come against track four
And weed the empty non-fits out;
There should be eight or more.

"The boss wants two class A's—
Just handle them with care;
You wabashed one last night and now
The super's in my hair.

Then go on up and pull the rip,
Fill Nine with light repairs,
And bunch the B.O. heavies, too;
Just leave them anywheres.

"Now get together fifteen gons
And twenty O.K. hops
To stock Mine Three, pull in the coal
And block the flats and drops.
Two coal drags going out tonight
Off Two and Five; you've got
To shove 'em to the limit board,
Or they're here till they rot.

"Make up the timers, north and south,
And get them going quick;
Six, yesterday, was one hour late;
It made the G.M. sick.
Now do your best, keep off the spot,
And don't commit the crime
Of leaving anything undone;
But mind, no overtime."

7 *What is a "secondary flagman"?*

That name is sometimes applied to the Mars oscillating headlight that is now carried on the tail end of some trains as an added safeguard against rear-end collisions. The Atlantic Coast Line is said to have been the first railroad to equip all of its passenger trains with that device.

8 *How are degrees of a railroad curve established? For example, how do trackmen lay a six-degree curve?*

The railroads usually designate by degrees the curves in their lines. The degree of curvature is defined as the number of degrees of the central angle subtended by a chord of 100 feet on the curve. To express it simply: Select two points on a curve 100 feet apart in a straight line, then draw an imaginary line from each of these two points to a point which would be the center of a circle formed by the curve if it were continued at exactly the same curvature. A one-degree curve has a radius of 5,730 feet; a five-degree curve, 1,146 feet, and a six-degree curve, 955 feet.

9 *I've been thinking of three-cylinder steam locomotives. Why didn't the cylinders receive steam only on one side of the piston, thus eliminating back pressure from exhaust steam on the other side?*

We can't see how you would get rid of back pressure. The steam would still have to be exhausted from the side of the cylinder into which it came, and the back pressure there would be greater than ever by reason of the fact that there would be no steam on the other side of the piston. Your plan would simply subtract half the piston area, would not lessen the back pressure at all, and would add to the wear and tear on the machinery.

10 (a) *How many engines are presently earmarked for, or now at, Steamtown USA in Bellows Falls, Vermont?* (b) *What is GMR, which ex-CNR Mogul 89 has been relettered?*

(a) At this writing, 78; but the eventual total may exceed 100. Two are currently running under ICC clearances: 2-8-0 No. 15, ex-Rahway Valley Baldwin, 1916; and 2-6-0 No. 89, ex-Canadian Locomotive Co., 1910. Two former Canadian Pacific steamers, 1246 and 1293, also are being operated but not with ICC clearance. Engine 15 is assigned to the Monadnock Northern Amusement Corp., which operates the passenger excursions over the (b) Green Mountain Railroad, the common-carrier

Ray Deschenes, 903 Mohawk Rd. E., Hamilton, Ont., Canda

June '55 at Armstrong, Ontario: Canadian National 6061 (4-8-4) and 6259 (4-8-4) in foreground and 4200 (2-8-2) await orders. A year later diesels replaced them.

Steam Engines: Canadian Railway Museum

From	Road Number	Year Built	Builder	Type	Year Acquired
Abitibi	70	1926	Lima Loco. Works	Shay	1962
CNR	49	1914	Montreal Loco. Wks.	4-6-4	1960
CNR	1165	1912	Montreal Loco. Wks.	4-6-0	1960
CNR	1520	1906	Canadian Loco. Co.	4-6-0	1960
CNR	2601	1907	Montreal Loco. Wks.	2-8-0	1960
CNR	3239	1916	Canadian Loco. Co.	2-8-2	1960
CNR	4190	1924	Canadian Loco. Co.	2-10-2	1960
CNR	5550	1913	Montreal Loco. Wks.	4-6-2	1960
CNR	5702	1930	Montreal Loco. Wks.	4-6-4	1960
CNR	6015	1924	Montreal Loco. Wks.	4-8-2	1960
CNR	6153	1929	Montreal Loco. Wks.	4-8-4	1960
CPR	29	1887	CP DeLormier Wks.	4-4-0	1959
CPR	144	1886	CP DeLormier Wks.	4-4-0	1960
CPR	492	1915	CP Angus Shops	4-6-0	1960
CPR	999	1912	Montreal Loco. Wks.	4-6-0	1960
CPR	2231	1914	CP Angus Shops	4-6-2	1960
CPR	2341	1926	Montreal Loco. Wks.	4-6-2	1960
CPR	2850	1938	Montreal Loco. Wks.	4-6-4	1960
CPR	2928	1938	Montreal Loco. Wks.	4-4-4	1960
CPR	3383	1902	Schenectady Loco. Co.	2-8-0	1960
CPR	5468	1948	Montreal Loco. Wks.	2-8-2	1960
CPR	5935	1949	Montreal Loco. Wks.	2-10-4	1960
CPR	6271	1913	CP Angus Shops	0-6-0	1960
DB	89 7538			0-6-0T	1964
EBEddyCo.	2	1925	Montreal Loco. Wks.	0-4-0ST	1957
LBSGRy.	54	1875	LBSCRy. Brighton Wks.	0-6-0T	1961
Maritime	5	1895	Pittsburgh Loco. Co.	4-6-0	1961
NAR	73	1927	Canadian Loco. Co.	2-8-0	1964
NCB	—	1937	Beyer Peacock & Co.	Garratt	1963
NHB	4	1914	Montreal Loco. Wks.	0-6-0	1962
OSC	25	1900	Baldwin Loco. Wks.	2-4-0	1961
QNS&L	1112	1913	Montreal Loco. Wks.	4-6-0	1961
St. Anne	3	1915	Montreal Loco. Wks.	0-4-0ST	1963
SNCF	030 C 841	1883	Soc. Alsacienne	0-6-0	1964

trackage between Bellows Falls and Rutland. Our next front cover will be a color-shot by Ron Zeil showing a GMR steam train crossing a trestle.

11 *Can the driving wheels of a steam locomotive be spun backward by reversing the engine after the brakes have been applied by opening an angle-cock on the train-line?*

Yes, under those circumstances it is possible to spin the drivers backward but it would not be feasible. As long as the drivers maintain a rolling contact with the rails and as long as the brakes are not allowed to build up to the point of sliding the drivers, more braking effort would be possible with the drivers. Spinning backward would result in no more braking effort than sliding forward. Besides, in trying to spin the drivers backward they would first have to stop turning, and in so doing would result in one or more flat spots, an unpardonable operating sin. This question was answered for us by a Western Pacific engineer, Bill Pennington.

12 *Tell me the history of the Canadian Railway Museum at Delson, Quebec.*

This museum, in a Montreal suburb, was recently opened to the public. It is a project of the Canadian Railroad Historical Association, founded in 1932 and now boasting about 1,500 members. Except for the Railway & Locomotive Historical Society, the CNRHA is the oldest group of its kind on the continent. Its address is Box 22, Station B, Montreal, Que., Canada.

Development of the museum began in 1960, although the association had received its first piece of motive power stock 10 years earlier. It got a big push when the CNR and CPR provided 28 obsolete locomotives and cars. Another 56 major items have poured in since from many sources, including British and French railroads.

In 1961 the Dominion Tar & Chemical Co. donated a 10-acre site with rail connections and in 1962 work began on buildings to shelter the exhibits. Since then, through donations and hard physical work by members, the association has completed its exhibits building.

One item of special interest is the *Waddon* of the London, Brighton & South Coast Railway, an ancient loco.

Other equipment, some already on hand and some still to come, will eventually make this museum one of the world's most comprehensive collections. Besides rolling stock there are photos, books, documents, and other itmes.

Steam engines on display at the museum are listed here. Heading the list is a 3-truck Shay, followed by a Forney type. The Northern Alberta Railways' 73 was sold to Edmonton Colleries and operated there before being sent to the museum. The English-built Garratt is an 0-4-0 + 0-4-0.

Besides founding the New York Central Railroad, Commodore Vanderbilt gave $1 million to establish Vanderbilt University at Nashville, Tenn., his only major philanthropy; and the Louisville & Nashville Railroad recently donated land to enlarge it. L&N originally bought the land as a water supply for steam locomotives. We see Vanderbilt statue on university campus near Kirkland Hall.
Louisville & Nashville photo

Running Extra

"In early development of the rail, what happened between 1848 and 1854?" asks Robert A. Jewett, associate professor, University of Illinois, Dept. of General Engineering, Urbana, Ill. 217, who supplies the following history:

The first attempt to roll a rail section 7" high was made by Cooped & Hewitt's Trenton Irion Co. in 1847. This rail was intended for either railroad track or structural floor beams, but the initial effort was a $30,000 failure. Next year the same company rolled 7" rail weighing 92 lbs per yard. This was laid on 15 miles of Camden & Amboy (now PRR) track in New Jersey. However, it proved too rigid, hammering out the rail ends and damaging the rolling stock. Soon taken up, it was used by architects as floor beams for buildings.

In 1852 the company tried again to roll 7" rail. The effort took two years and cost $150,000, which was a lot of money in those days. This section was finally produced in the spring of 1854. Variously known as T-rail, bulb section beam, and deck beam, it served as floor beams in three important New York buildings. The weight of the original C & A rail (92 lbs. per yd.) was not exceeded until 1892 and its height (7") was not even equaled until 1927.

Information on the old terminal of the Chicago & Alton at Francis, Mo., is

wanted by John D. Robertson, 808 E. Monroe St., Mexico, Mo. 65265.

"I am preparing a history of Bangor, Maine, streetcar lines for publication," writes Charles D. Heseltine, 445 Preble St., South Portland, Maine, "and would appreciate hearing from anyone who has pix, anecdotes, or other data."

Readers of both sexes are asked to write to Trevor Rankin (age 24), steam locomotive fireman on the New Zealand Railways, Clinton, South Otago, New Zealand.

"Budget-limited fans might like to model a simple and inexpensive layout of the old Portage Railroad in Canada, better known as the Huntsville & Lake of Bays, one and one-eighth miles long," writes J. D. Dickinson, 124 N.E. Meehan Ave., Port Charlotte, Fla. 33952. "Who can supply information and pictures on that line?"

A reader living at 23 Lansdowne St., Cartier, Ont., Canada, who forgot to tell us his name, wants the words of a poem that appeared in a trainmen's magazine in the 1920's, beginning somewhat as follows:

The westbound train was slowly toiling up the winding grade,
The moonlight quite obscured by the smoke the Mogul made,
And the noise of her exhaust on that cold December night,
Together with the pounding of her brasses, was a fright.

This comment on our brief Virginia Central history comes from Don Wallworth, 135 Brookside Ave., Hohokus, N.J.: "I visited that line in May, 1936, going first to their office at Fredericksburg. I was greeted cordially and told that if I wanted to catch the crew I'd find them en route to the enginehouse to start their morning duties. Arriving at the enginehouse, I showed them my Erie-Lackawanna pass and was invited to climb aboard the old Plymouth and go for a ride. Out on the main we went, shaking, quivering, and twisting over the most incredible tracks I've ever seen. Those tracks closed and lifted in all directions.

"After we returned to the enginehouse, the crew began their local switching and I realized that the trip had been a private run of the local for my benefit. That morning on the very short VC is one of my most memorable railroad experiences."

Query from Marvin Browne, 30 Rockview Ave., North Plainfield, N.J.: "Who can tell me whether or not the Lackawanna's 2101-2150, 2201-2235, and 201-260 series were records for steam engines of their types?"

"Where can I get information on the old Buffalo, Rochester & Pittsburg (now B & O), on which my grandfather, Robert Kidd, worked as a conductor?" asks W.S. Gifford, 4120 Louise St., Lynwood, Calif.

In September, 1943, *Railroad Magazine* published a feature article by the late Max J. Moore relating his many years of experience in BR&P train service. This issue is no longer available in our office, but you could probably buy a copy from Arnold Joseph, 2512 Tratman Ave., New York, N.Y. 10461, or from Grahame Hardy, Box 622, Carson City, Nevada, both of whom specialize in selling back numbers of *Railroad*.

"I own the number plate of Tuckerton Railroad steam engine No. 5, built by Baldwin in 1891, scrapped in 1938," writes Jack Potter, 225 Woodlyn Ave., Glenside, Pa. 19038. "Who can tell me how many engines the Tuckerton had? I also want a copy of Christopher Morley's poem 'Broad Street Stations'."

The New Haven's last steam excursion was not on April 27, 1952, as someone stated, according to R.W. Stern, 26 Converse Ave., Meriden, Conn., but was a 7-coach train on July 19, 1953, pulled by No. 3016 under auspices of the National Historical Society, Connecticut Valley Chapter. The trip was between New Haven and New London, Putnam, Willimantic, Colchester, Middletown, and return.

Answering L.E. Broadstreet's request, the following words to the old song "The Train That Never Came Back" were sent by Dave Wertz, 432 Melrose E., Seattle, Wash. 98102 (from Carson J. Robinson's songbook, M. M. Cole Publishing Co., Chicago):

I was going round the mountain one cold winter day,
A-watchin' the steam boil up high,
It was on a fast train on the C&O Railroad,
And the engineer waved me good-bye.

(Chorus)

Did she ever return? No, she never returned,
Though the train was due at one.
For hours and hours the watchman stood waiting
For the train that never returned.

His sweet little wife came into the station,
Said: "Last night my heart did yearn.
I dreamed last night, and it's still in my memory,
I'm afraid she will never return."

"Good-bye, sweet wife," said the jolly conductor
As he signalled with his light,
"If the wheels will roll, and the engineer stays sober,
We will all reach home safe tonight."

Mr. Broadstreet also mentioned the song about a commuter who "was lost forever under Boston in tunnels of M.T.A. "According to Gary Nordell, P.O. Box 2088, Culver City, Calif. 90232, it was entitled *M.T.A.* and written by Bess Hawes and Jacqueline Steiner. It is recorded in the Capital album, *The Kingston Trio at Large*, (S) T1199, and in the *Kingston Trio College Concert*, Capital (S) T1658, and in *The Best of the Kingston Trio*, Capital (S) T1705, all three being available in stereo or mono.

Mr. Broadstreet also inquired about an old song of a train wreck that his father used to sing while braking on the Santa Fe long ago. Gary says it begins, "Said the brakie to his pardner," and can be found in two different pocketbooks, both published under the original title, *The Ship That Never Returned*. He suggests that Mr. Broadstreet try a large newsstand or bookstore for *Songs for Pickin' and Singin'*, selected and arranged by Jas. F. Leisy, Gold Medal Books, d-1199, for 50¢.

Illinois Central engineer John Martin of Memphis, Tenn., quotes Carlos Martinez Tovar, an IC traffic agent in Mexico, as stating that no Mexican circus today has its own railroad cars. The *Circo Carnavals Beas Modelo* used to have such cars, which were burned.

"I was living in Mexico at the turn of the century," writes J. Allan Stokes, 3958 S. Hill St., Los Angeles, Calif. 90037," and I remember two circus trains there traveling from city to city—the *Circo Oriente* and *Circo Treveneo*—which had two or three elephants, some fine horses, tigers, clowns, performers, etc. Both shows used regular railroad equipment such as cattle cars, boxcars, and ordinary passenger coaches, but did not own any cars." ●

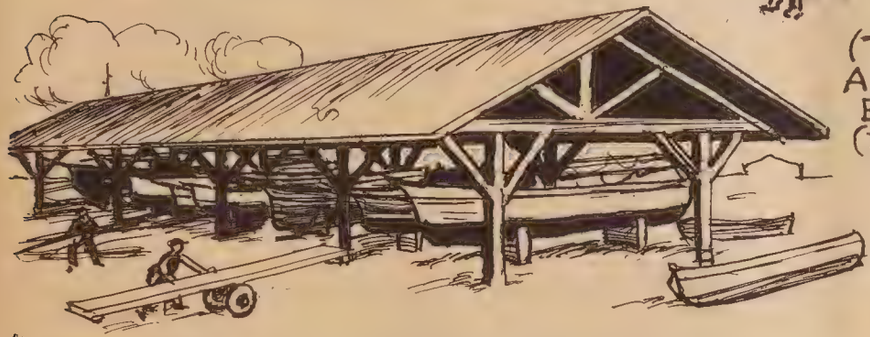
L.J. Ciappoin, 4540 98th Ave., Oakland, Calif.

Circus train on National Railways of Mexico waiting at Juarez in June, 1944.

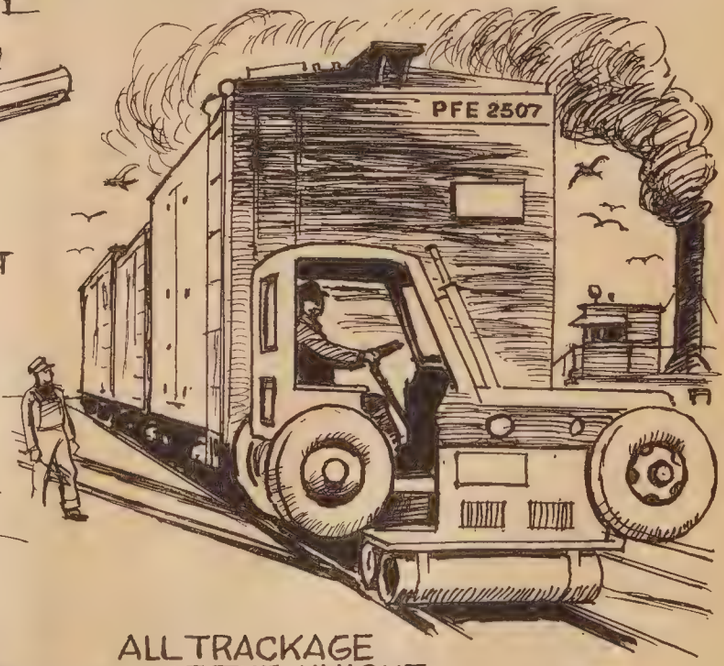
ALONG THE IRON PIKE

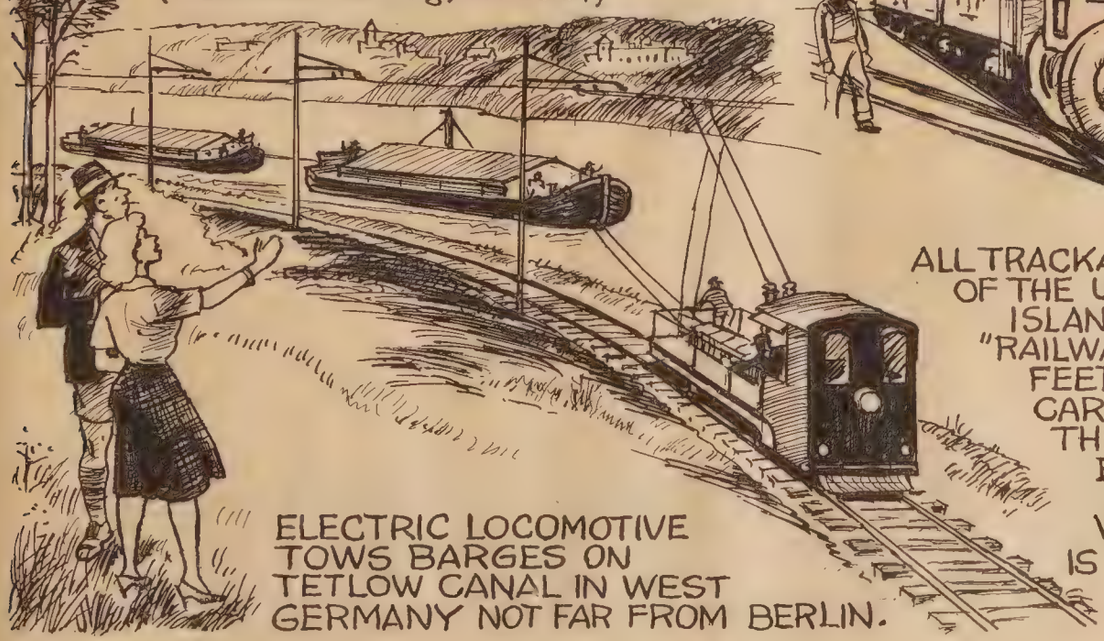
by Joe Easley

SENTIMENTAL JOURNEY FOR NEW ZEALAND'S LAST TRAM (TROLLEY CAR) AT WELLINGTON WAS A FIELD DAY FOR PHOTOGRAPHERS, BOTH AMATEUR AND PROFESSIONAL. (*from W.J. Burns, 10 Russell St., Upper Hutt, N.Z.*)



STILL IN THE TRANSPORTATION BUSINESS, OLD JERSEY CENTRAL PASSENGER STATION AT SEA BRIGHT WAS MOVED TO RED BANK, N.J. TO SHELTER SAILBOATS OF MONMOUTH BOAT CLUB MEMBERS. (*from John Darling, Red Bank*)





ALL TRACKAGE OF THE UNIQUE ISLAND TUG AND BARGE "RAILWAY," LESS THAN 5,000 FEET, IS LAID ON 5 RAIL-CAR BARGES WHICH PLY THE COASTAL WATERS BETWEEN VICTORIA, B.C., AND SEATTLE, WASH. TRACKMOBILE IS USED FOR SWITCHING. (*from Sam Fulton, Victoria, B.C., Canada*)

ELECTRIC LOCOMOTIVE TOWS BARGES ON TETLOW CANAL IN WEST GERMANY NOT FAR FROM BERLIN.

Interesting Railfans No. 33

FRANCIS A. GUIDO

Francis poses beside a locomotive bell after giving a talk on his hobby at a meeting of the Lions Club.

PARIS has its Eiffel Tower, New York its 15-cent subway fare, and San Francisco its Francis A. Guido. On all railfan trips out of the Golden Gate region Francis is a familiar figure wearing a battered old conductor's cap and carrying many copies of *The Western Railroader,* which he edits and publishes. He works the excursion trains in northern California like a news butcher of long ago, introducing his illustrated little monthly magazine to the passengers and collecting dollar bills. The price of an annual subscription is $1.60 but there is an excursion rate of six issues for one dollar.

Railfan No. 33 is stockily built and of medium height, with a bespectacled round face, a magnificent head of curly hair, and a friendly smile. If you've never seen him on one of those trips you've never boarded a rail buff special in the Bay area.

Besides passing out sample copies of his own publication, Francis distributes instruction sheets and historical brochures that makes the trip more interesting, and occasionally sells railroad books. His trademark is the old conductor's cap that his wife has been trying for years to toss out.

"Another trademark of Francis Guido," writes an old friend, Jack Gibson of Visalia, Calif., "is a whistle which he often blows while functioning as a committee man on a trip. Lord, how many times we'd like to have shoved it down his throat!"

Francis was born Dec. 8, 1920, in San Francisco, the only child of a food-store proprietor, now retired. His family tree has no railroader except an uncle, a Southern Pacific doctor, who gave the lad a so-called standard-gage Lionel train set and encouraged his interest in railroading. That tinplate grew into a vast layout in the basement, including a conversion from third-rail to overhead wire.

Like Francis, Jack Gibson was a tinplate enthusiast. He had an O gage spread in his father's garage and ran it as an adjunct to a hand-operated printing press, hauling type by rail from one end of the room to the composing stone. Jack helped to determine Francis Guido's future as a rail hobbyist and magazine publisher.

In 1937 the two teen-agers went on their first West Coast railfan trip together. Returning home full of enthusiasm, the boys, along with John Carrick and Bill Darrough, met in Francis's home to organize what is now the Northern California Railroad Club. Out of that meeting grew the first issue of *The Western Railroader.* Jack produced it for free distribution to the members. He continued to do so until April, 1938, when he persuaded Francis to furnish and edit the material while he himself still did the printing.

"Throughout the years of World War 2," Jack writes, "while some of us served in the armed forces, Francis was deferred because of poor eyesight and succeeded in keeping both TWR and

Sierra Railroad fantrip in 1949.

Photograph by Francis A. Guido

the railroad club going. He was the president; my father was treasurer. There were no other officers."

In 1945 he married Helen Neuling, a delightful brunette whom he had known as an "over the back fence" neighbor since he was six. The knot was tied in a Methodist church. Their children, Gail and Garth, twelve and ten respectively, assist Daddy in handing out circulars and sample copies of *The Western Railroader* on fantrips.

Francis is an extrovert. To him such trips are very important. Besides peddling railroadiana on them, he takes charge of trip activities and makes public announcements, often with his own portable loudspeaker, directing picture stops and so on.

At times *TWR* has been mimeographed or printed by letter-press, but most of its issues have been produced by photo-offset printing (the process *Railroad Magazine* has been using for years). It now has a paid circulation of 3,500. Special issues dealing with the Yosemite Valley, the Sierra Railroad, and Modesto & Empire Traction were created by Al Rose of Modesto, California.

Says Al: "Western fans owe Francis a debt of gratitude for keeping the magazine in print these many years. Most of its little feature articles are good; but its current news items, for which *TWR* used to be famous, seem to be slipping."

No. 33 is a Stanford University graduate with degrees in Transportation Economics and Law. He lives in suburban San Mateo, Calif., his address being P.O. Box 668. His home is a rambling, two-story, Mission-style house a mile or so from the more pretentious Hillsborough residence of Lucius Beebe (*Interesting Railfans* No. 3).

"Beebe," he tells us, "generously provides material for *TWR* from time to time."

For the past 20 years Francis has been practicing law—including a short term as Justice of the Peace (Steve Maguire's present status in Belmar, N.J.) —but mostly office work, and occasional courtroom appearances. He handles such cases as wills and probate, divorces, contracts, and some cases of felony. The drawers on one side of his desk pertain to his law practice and the other side to *The Western Railroader*. One morning in court the judge asked if he had his briefs ready. "Yes," said the attorney, but when he opened his briefcase only engine photos and copies of *TWR* fell out! It was an embarrassing moment. Court had to wait until the necessary documents could be found.

Francis is both a steam and electric fan, with large collections of photos of shortlines and logging engines and streetcars in northern California—subjects that *TWR* often covers. Back issues of *TWR* are stored in his garage while the study in his home and two huge closets are crammed with railroad pictures, books, and railfan publications. He has complete files of *Railroad Magazine* and *Trains* from way back. His library of Pacific Coast railroad material is one of the most complete in the country.

No. 33 has been active in nearly all railfan groups in and around San Francisco. He is currently treasurer of the Northern California Railroad Club and a director in the Pacific Coast Chapter of the Railway & Locomotive Historical Society, Inc. In 1960, on *TWR*'s 25th anniversary, all railfan clubs in the San Francisco area gave him a testimonial dinner. Decorating the menu card was a caricature of Francis drawn by the irrepressible Ward Kimball (*Interesting Railfans* No. 28).

According to Arthur J. Lloyd, excursions director of the chapter, "Francis is a cohesive force among the clubs of this area. In his earlier days he kept us on his toes with his proclivity for pointing out shortcomings of the railroads, the fan clubs, and rail buffs in general; but the passage of time has mellowed his acerbity."

Says Fred A. Stindt (*Interesting Railfans* No. 10), longtime chairman of the Pacific Coast Chapter: "Francis is quite a guy. He does all his *TWR* business in one room. At first sight you wonder how on earth he could find or do anything—it's a mess! The railroad material in the garage is more orderly. It's a two-car garage, but both cars are kept outside to make room for the railroadiana within. Furthermore, our friend is the worst speller I know, even though he's a university graduate."

True to the teachings of his church, Francis is a non-smoker and non-drinker. Although in school days he won distinction for wrestling he has since bypassed exercise, for the most part, is inclined to eat heavily, and allowed himself to get fat and flabby. Last February he made a firm decision.

"I was up to 231 pounds," he says ruefully, "but am now dieting. My weight is 185 and I aim to lose still more."

One Sunday afternoon while he was making movies of a Southern Pacific Budd car from a Santa Fe overpass at Richmond, Calif., a Santa Fe freight train came by suddenly and grazed his plump posterior, which extended too far back. This startled Francis and gave him quite a bruise.

Francis Guido's family: wife Helen and children, Gail and Garth, with a Sierra Railroad locomotive as a backdrop.

Among his "pet peeves" are "railroad managements that ignore Government regulation and Federal officials who let them get away with it." He also resents loan sharks, high-pressure selling, and low-quality products. His reading material, aside from rail subjects and law practice, consists mostly of World War 2 history. He enjoys light opera and TV cowboy and adventure programs, and is active in local church work and Lions International. At one time he was president of the Downtown San Mateo Lions Club, for which he still puts out weekly bulletins.

Like most of us, Francis Guido just can't find time enough for everything he wants to do. "Unanswered mail keeps piling up on me," he says. ●

Photograph by Francis A. Guido

Cent. Calif. Tract. motor with 8 reefers at Stockton (about 1945).

Besides speed up to 80 miles per hour over a new roadbed, effective in 1968, all commuters on the new San Francisco rapid transit system are guaranteed theater-type seats such as these made for this full-scale model by American Seating Co.

Steve Maguire's

TRANSIT TOPICS

CITIES that let their rail rapid transit systems die will be reviving them by 1980 in order to avoid strangulation by motor vehicle traffic. That prediction was made at the recent annual meeting of the Institute for Rapid Transit in Washington, D.C., by Donald C. Hyde, vice president of the institute.

Steve Maguire

Mr. Hyde is also active as general manager of Cleveland Transit System. He says that by 1980 nineteen American cities will have new rapid transit lines under construction, in addition to the five systems now existing in the United States and the billion-dollar project being built in the San Francisco Bay area. We can hardly wait till 1980.

Your *Transit Topics* editor was among those present and among those who later took a pleasant ride to Bowie, Md., on the Pennsy's high-speed train of two Budd cars that was on display at Union Station in connection with the meeting. The Budd equipment was built for use in the Philadelphia area.

Also shown were the smart-looking, new, two-car train built by St. Louis Car Co., a division of General Steel Industries, for delivery to the Port Authority Trans-Hudson Corp. (PATH) for service between New York and Jersey City, and the handsome two-car train of Chicago Rapid Transit Authority equipment from the Lake Street line, built by Pullman-Standard.

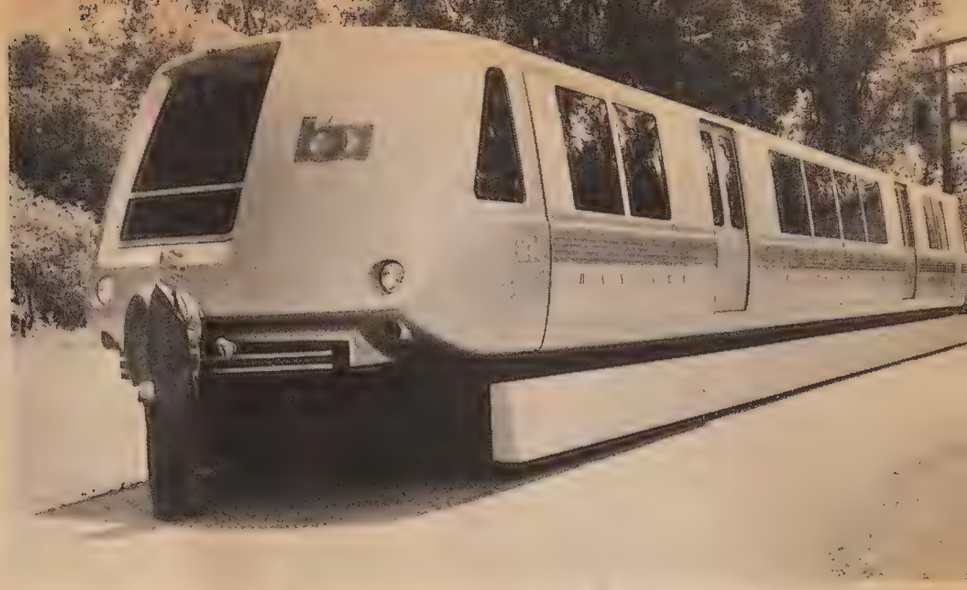
Mr. Hyde's enthusiasm was contagious. We were thrilled at his prediction that by 1980 this nation would have a total of 40 rapid transit systems. The great overpopulated cities of tomorrow will be linked by 150-mph passenger-train networks, he says, tied in locally with rapid transit systems for instantaneous connections. He foresees 75-minute rail trips between Philadelphia and New York as commonplace. The technology is available today.

According to Mr. Hyde, the revival will be aided by the Mass Transportation Act of 1964 which earmarked $375 million of Federal funds for balanced urban transportation systems.

He listed specific cities which will build new rapid transit systems—in addition to Boston, Chicago, Cleveland, New York, and Philadelphia, which are expanding and modernizing their existing systems, as well as San Francisco, which is building a *super* system. Those other cities are Baltimore, Buffalo, Cincinnati, Dallas, Denver, Detroit, Houston, Kansas City, Miami, Milwaukee, Minneapolis-St. Paul, Newark, Pittsburgh, San Diego, and Seattle. Other new systems are definitely committed in Los Angeles, Washington, and Atlanta. These are already in the important financing stage.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

Display at Washington, D.C., Union Station: PATH 619, CTA 2041, PRR 488.



Full-scale model: Bay Area's future rapid-transit cars. Exterior view shows designer Carl W. Sundberg. Interior features upholstered seats with plenty of room, glare-free lighting, big tinted-glass windows, and carpeted floors.

Mr. Hyde goes on: "There is increased recognition that balanced transportation is the key to better living in our cities. By 'balanced' we mean a combination of autos on expressways, feeder buses, outlying parking, and high-speed rail rapid transit. Each must be used to its best advantage to enhance the others."

He listed 15 other metropolitan areas which, he predicts, will have populations of a million or more and require rail systems to ease their transportation problems by 1980. They are Columbus, Dayton, Ft. Worth, Indianapolis, Louisville, Memphis, New Orleans, Norfolk-Portsmouth, Oklahoma City, Phoenix, Providence, Sacramento, San Antonio, San Jose, and Syracuse.

Mr. Hyde cites current rapid transit progress in Chicago, Cleveland, Massachusetts, Philadelphia and South Jersey, New York, and San Francisco as examples of nation-wide acceptance of the balanced transportation concept. Twenty cities outside the U.S., including Toronto and Montreal, are building new systems.

CLEVELAND TRANSIT SYSTEM has applied under the Transportation Act for a Federal two-thirds matching grant to extend its lines to Hopkins Airport. This followed voter approval of bond issues exceeding $5 for Greater Cleveland's share in the project. Thus Cleveland may well become the first American city to have a direct rail connection to a suburban airport.

NATIONAL CITY LINES has finally lost control of the Philadelphia Transportation Co., which it held many years, reports Arthur Munson, Levittown, Pa. A group of local investors gained the upper hand at a reorganization meeting and dropped two NCL officials, Douglas M. Pratt, former president of PTC, and C. Frank Reeves, from the executive committee. In view of these changes, relations between PTC and the City of Philadelphia are likely to be more friendly and the proposed purchase of PTC by the Southeastern Pennsylvania Transportation Authority may be speeded up.

TOM McLERNON, ex-boss of Boston Metropolitan Transit Authority, who was fired from his $40,000 a year job under an 11-year contract and was given $20,000 per year during the balance of the contract for *not working*, actually applied to the Massachusetts Division of Employment Security for weekly unemployment pay at the rate of $45.00 per week!

One of our favorite correspondents, Jim Crimmins, 5 Bonnie Dr., Exeter, N.H., says this news came to light when the Unemployment Bureau made a routine check with MTA regarding his claim of being out of work. *The Boston Globe* comments gleefully:

"Imagine a half-bored clerk replying routinely, 'Sorry, but at the moment we have no positions available here as general manager of a mass transportation system.'"

DID you know it was unlawful for women to ride on the outside steps of San Francisco cable cars? We didn't. Our first knowledge of it came with the news that a court had upset the law.

NEW YORK subway crime has been cut sharply since all-night police patrols were instituted, reports Transit Commissioner John J. Gilhooley, but during the same period assaults and robberies on buses have increased.

He urged Mayor Wagner to order the installation of two-way radios on every city-owned bus, so that the drivers could communicate quickly with the police, and it seems that this will be done. He says he does not know whether the thugs driven out of the subways had shifted to the buses.

Mr. Gilhooley says that the reduction in subway crime took place since April 7, when 800 policemen were assigned to ride every train and patrol every station between 8 p.m. and 4 a.m.

He says 156 felonies were reported on the subways between April 7 and June 3, as against 371 on the previous 58 days—a drop of 57.9 per cent. Compared with the period between April 8 and June 4, 1964, when 303 felonies were reported, the decrease was 48.5 per cent.

"When you have police on the trains

Car 8 of Raymond French's Bristol & Norfolk line, long ago. (See next page.)

where they can be seen, crime decreases. It's simple. Cops are the answer."

TORONTO TRANSIT COMMISSION is receiving delivery of the first 164 rapid transit cars being built by Hawker Siddeley Canada Ltd. for Toronto's east-west subway extension. The other subway cars will be delivered before the year ends, in accordance with the $16 million contract signed in April, 1964.

Designed for operation in two-car units in trains consisting of 2, 4, or 6 cars, the subway cars are about 75 feet long with an overall width of more than 12 feet. The car floor is 3 feet 7½ inches above the rails. Height of the car ceiling above this floor is 7 feet 2 inches. Two four-wheeled trucks, each having a wheel base of 6 feet 10 inches, are fitted to the car. The distance from center to center of the trucks is 54 feet. All cars have four double-door openings on each side. Each car weighs less than 60,000 pounds, has seats for 83 passengers, holds 217 standees.

PITTSBURGH PORT AUTHORITY has received a Federal grant of more than $5½ million to buy 180 buses and build two new garages to replace trolleys on the north side lines where an urban renewal program is now in progress. PAT had hoped to change over those lines to buses by this summer, but delayed it for lack of new buses. But with the U.S. grant, those rail routes will be gone by the end of the year, if not before, comments Jim Cerny of Pittsburgh.

An excellent source of railroad and transit news in its area is *Trolley Fare*, published monthly by the Pennsylvania Railway Museum Assn., Inc., P.O. Box 852, Pittsburgh, Pa. 15230. This group operates the Arden Trolley Museum at Washington, Pa.

Latest issue relates that the museum people received a steam locomotive and hoped to get an ICC certificate to operate her, but were stunned to learn that no certificate was available unless they spent about $20,000 for boiler work on the engine and about $5,000 for air brake and machinery work. The museum operators say such repairs are not necessary. No wonder so few common-carrier shortlines use steam.

One of the group's fantrips, "Operation Grand Slam," must have set a record. It covered much of Pittsburgh's trolley network in a single day and evening. Starting 8:30 a.m. on May 15th, more than 40 die-hard fans doggedly rode the trolley until 12:03 a.m. next day! *Trolley Fare's* editor remarked: "Besides making money, it proved that the human body has endurance limits far beyond that previously thought possible. Just ask one of the *victims*; he'll tell you."

A shortage of trolleys in operating condition developed on the Pittsburgh system early in 1965, according to *Trolley Fare*. PAT asked the old Pittsburgh Railways Co. to sell it some of the PCC cars stored at Rankin and Tunnel carhouses. PAT did not take title to those cars, oldest on the system, when it condemned the railway lines. Litigation is now under way to determine whether the Authority was obligated to acquire all of the transit system or only just what it wanted.

So when PAT asked the Pittsburgh system for the cars, it was told to go ahead, since the equipment had belonged to the Authority ever since the condemnation. This posed a dilemma for PAT, which needed the cars but did not want to go on record as appearing to admit the ownership. When we find out what happened we'll tell you.

LOS ANGELES area rapid transit plans again have been kicked in the teeth. California legislators defeated a proposal for financing such a system by a $4 annual tax on registered motor cars. It goes without saying that motorists, automobile dealers, and automobile clubs fought the plan.

His Own Trolley Line

FORTY-SIX years ago Raymond L. French bought the little Bristol & Norfolk Street Railway, which ran in Massachusetts between Stoughton, Randolph, and Holbrook. This line had been owned by a rich man living in Randolph. When he died in 1918, his widow closed down the line and sold it to a scrap dealer in Chelsea, Mass.

"At that time I was working for the Bay Street Railway," recalls Mr.

Photographs by Mac and Lollie Owen, Newcastle, Calif.

Old days on Sacramento Northern. (Above) Car 1005 ran for the last time under wire between Marysville and Yuba City, Calif., in 1962. It used to be a common sight. (Below) Motor 654 ran light to Marysville on Western Pacific main line after leaving a few cars at a Southern Pacific interchange a mile to the north.

French. "The abandoned line interested me very much. I persuaded business men in the three towns it had served to subscribe to a fund to buy it.

"On Aug. 24, 1919, I re-established service over the entire route. I kept it going until July 7, 1923, when the state and county wanted to build a new highway between the towns and needed the trolley right-of-way. Reluctantly I sold the land and then inagurated a bus service that eventually was taken over by the New England Transportation Co., a subsidiary of the New Haven Railroad.

"Operating a street railway gave me the happiest time of my life. The route was 6½ miles. I gave hourly service, with half-hourly trips, mornings and evenings. On week-ends and holidays I ran extra service into Glen Echo Lake Park, often using all five open cars and all three closed cars.

"The railway owned and operated the park, which had a dance hall, hotel, theater, bowling alleys, baseball field, bathing, boating, and band concerts. During the summer it catered to thousands of people. In winter the line carried a large number of commuters to the Holbrook railroad station, located on the main line to Boston; also school children and shoppers. At Stoughton it connected with the Blue Hill Street Railway and the Eastern Massachusetts Street Railway as well as trains to Boston. The fare was 5 cents for each 1¼ miles or 25 cents for the through ride.

"In addition to five 10-bench open cars and three closed cars, I had a double-end Wason snowplow and a flatcar for carrying ties and materials along the line to points that needed repairs. Open cars 1, 2, and 6 and all closed cars had Bemis trucks, GE 1000 motors, and K-10 controllers. Open cars 7 and 8 had Brill trucks. My Wason plow had two Westinghouse 38B motors. All the cars were single-truckers with two motors and hand brakes. The equipment remained practically the same for the 23 years it was operated. After the line was forced to close down it was greatly missed by people living in the three towns.

"I had quite a collection of Bristol & Norfolk pictures, which I loaned to Ed Young of East Weymouth. He died shortly afterward and I never did get them back. I would like to hear from anyone who has photos of the B&N."

For the past 43 years Mr. French has been employed by the Boston Elevated Ry. and its successor, MBTA. He is now the senior operator in the South Division, which is only eight miles from his old streetcar line. His address: # 1901, Massachusetts Bay Transit Authority, Mattapan Station, Mattapan 26, Mass.

"I selected the first run on the Mattapan-Ashmont Subway high-speed trolley line," he writes, "working week days from 5:05 a.m. to 1:30 p.m. It's nice working for the Authority but nothing like the thrill of owning a railway. Next January I will be 65, the Authority's forced retirement age, but after a few months' rest in Florida I plan to return to the transportation business on my own." •

Cars 16 and 22 of Portsmouth, Dover & York Street Railway at South Berwick Jct., Maine, about 1903, one of the illustrations in O.R. Cummings' new book.

New Publications

ST. LOUIS CABLE RAILWAYS, by Berl Katz, 36 illustrated pages, 8½ x 11", staple binding, is published at $2 by Electric Railway Historical Society, P.O. Box 3305, Chicago, Ill. 60654. Besides historical data on the city's cable cars, this book explains the mechanics of cable operation, with drawings. It presents many interesting facts. For example: did you know that St. Louis had three double-decked cable trailer passenger cars?

TROLLEYS TO YORK BEACH (The Portsmouth, Dover & York Street Railway), by O.R. Cummings, 52 illustrated pages, 8½ x 11," soft cover, staple bound, is published by Felix Reifschneider, P.O. Box 88, Fairton, N.J., $2. It is the latest of many histories of New England trolley lines by the same author and is complete with old photos, map, and roster.

This system served the coastal area of southern Maine, even crossing the state line into New Hampshire, from 1897 till 1923. In later years it came under the control of Atlantic Shore Line Ry. Sole survivor today is its mail baggage car No. 108, now handsomely restored at Seashore Trolley Museum, Kennebunkport, Maine.

MT. LOWE PICTORIAL, by Jeffrey Moreau, 52 illustrated pages, 8½ x 11," soft cover, is published by Pacific Bookwork, Box 458, Troy, N.Y. 10009. It is largely devoted to a set of old photos of Pacific Electric's Mt. Lowe line, known as the "Railway in the Clouds," which carried tourists through Rubio canyon to the Alpine Tavern and Echo Mountain House north of Pasadena, Calif., from 1893 till 1937. The line was doomed when the Alpine Tavern burned down in 1936; abandonment followed quickly. This book at $3.50 may be a little overpriced, but PE fans will enjoy its choice photos.

Last month when we reviewed *Cortland County Traction* (20 illustrated pages, 6 x 9", excellent maps, selling at $1) we forgot to mention the address of the author-publisher, Shelden S. King, 233 West 16th Street, Elmira Heights, N.Y. 14908. •

Photo by Joseph M. Williams

Another picture from Cummings' new book: restored car, now at Seashore Trolley Museum, used to carry mail and express between Kittery and York Beach, Maine.

Riders of the Iron Trail

by CHARLES LAYNG

THE SUDDEN rush of new business made the L&S desperately short-handed. To top it all, a silk train was scheduled to pull into Sommerton, the division town, that very night and head out of there to the eastern market at faster than passenger-train speed, and the division had no available engineer to handle it. Oh, there were freight hoggers on the board but there was no throttle artist with demonstrated ability to run safely at top speed. None, except a man just in from another run and, under the law, entitled to at least eight hours of rest.

Tom Russell, the peppery little division superintendent, verged on despair. It was a critical moment. But suddenly he had an idea, a last forlorn hope. He told the chief dispatcher, "I'm getting Dave Morrows back into service for the silk run."

The chief lifted an eyebrow. "Dave Morrows?" he echoed. "Why Dave's been on the pension list a couple of years, and besides, I've heard that his nerve's broken. You know what happens to men who are retired immediately after a wreck."

"Yeah," said Tom, "but that wreck near Callville wasn't Dave's fault. Everybody knows that, and his nerve is all there. He's only seventy-two and he is a great runner."

"He is that," the chief agreed, "but what will you do for a locomotive—and a fireman?"

The gray super had answers for those questions, too. "We'll have to run

A RAILROAD classic, copyright 1932 by Popular Publications, Inc.

the 2691 straight on through. Lou Cartney says there isn't another engine in the roundhouse that would help us." Lou was the roundhouse foreman. The superintendent added, "Dave's son can handle the firing."

Hildreth Morrows was a dependable young fireman. He'd broken an arm in a minor mishap but the arm was all healed by now. What neither Tom Russell nor the chief dispatcher knew was that Hildy had been offered a good job in managing his uncle's hardware store in Sommerton and had made up his mind to accept the position and quit railroading.

The chief choked down another protest and asked, "Shall I have Dave Morrows called?"

Tom shook his head.

"Never mind, I'll go up there myself. I want to see him, anyhow."

The Morrows' home was dark as Tom walked up the hill, but Dave was sitting alone on the front porch. The old man grunted in amazement as he recognized his late visitor, who wasted no time in getting to the point.

"Dave, do you still remember the railroad?"

The hoghead nodded.

"I know every inch of it, Tom. I've sat here every night for months, going over it in my mind."

"Do you think you could take a train all the way to the northern terminal if you had to? Do you know that stretch north of Hightower?"

"Hell, I don't have to think—I *know* I could. I've run trains over every inch of this damned division of yours, night and day. But, look here, Tom, I'm

kinda touchy about being a worthless old hulk, so let's change the subject."

"Supposing I were to ask you to drive a silk train through in faster time than anyone has ever run before, what would you say?"

Dave Morrows was afraid to trust his ears. It couldn't be, and yet there was Tom, his thin, worn face eager in the dim light.

"I'd say I could do it all right," Dave said slowly.

"Then wake up that husky son of yours, because I need a fireman, too. There'll be a silk train out of here in two or three hours, with Morrows as engineer and Morrows firing. Come on, wake up Hildreth! Let's get going to the roundhouse."

Dave was dumbfounded. "You—you don't really mean this, Tom?"

"Of course I do. Let's go!"

Dave's mouth opened. His aching, impossible dream had come true!

"Morrows, engineer, and Morrows, fireman! Damned if that won't look pretty on the trainsheets," he murmured.

Then he gave a wild yell that woke not only Hildreth, for whom it was intended, but every one else for a quarter mile around as well. His son came rushing out to the porch in pajamas.

"What's the trouble, Dad?" he inquired, overlooking the super in the darkness, until Tom spoke up.

"I've asked your dad to drive a silk train. He says he can do it, and I want you to fire for him. Hurry, I've got my car outside, waiting to take you both to the roundhouse."

Hildreth hesitated. Dave's excited jabbering broke off short; he remembered that the boy had said he was no longer a railroader. He was a hardware merchant now, or soon would be. Hildy turned abruptly and went inside.

"Hey, ma, where'd you put my overalls?" he yelled.

Without a word, Jane Morrows found the desired garments and hurried to the kitchen to prepare two lunches.

Dave's excited voice could be heard all over the house. He was telling Tom gleefully that he still had his same old seat pad. There was an exultant ring in his voice that she hadn't heard in years. This was not the beaten, hopeless old fellow of an hour ago; this was a competent, confident driver of locomotives. A man going back to a man's job!

As they were leaving, Jane hugged her son frantically, as though he were to be gone forever. Wordlessly she clung to him and then, at last, she let him go—to the railroad!

LOU CARTNEY gazed in surprise at the sight of Dave. He met them as the super's car drew up in front of the roundhouse.

"The dispatchers' office has been tryin' to get you on the phone for ten minutes, Mr. Russell," he said.

Tom hurried inside. A dozen questions from Lou brought gloating replies from Dave, whose eyes were gleaming and whose nostrils were widespread.

But as soon as Tom came walking out of the office, Dave knew that something was wrong. The superintendent's eyes were sunk deeper into his head and the dark rings of sleeplessness around them seemed to have doubled in area.

"For Pete's sake, Lou," he begged, "haven't you got a single engine in the roundhouse?"

"No, sir, none that could handle the silk train."

Tom moved his hands in a fluttering gesture of defeat, and his head drooped.

"What's the trouble?" Hildy asked.

"Cummings is riding the silk train and he wires me that the 2691 isn't steaming right. They don't know what's the matter with her, but they think it's front-end trouble. Won't know for sure until she gets here."

"Can't it be fixed here?"

"Sure, but by the time we get the whole front end torn out to find out what's wrong, the silk train ought to be halfway to Benton."

"Say, Tom," Dave said eagerly, "I believe I could turn in a good run with one of them freight hogs. I did it once on the *Moonbeam,* years ago."

"Not a chance, Dave. You might do it if they were in shape, but there isn't a good one in the lot. Every engine worth a damn is out on the railroad pulling trains."

"Will any be back soon?"

"Not one, until tomorrow noon," said the roundhouse foreman. "I ain't ever before seen such a shortage of power."

"Couldn't we borrow one from the R&M Railroad?"

"Nope, we've got every engine off'n them that they'll loan us. We're sunk, for sure."

"That's right, Dave," Tom agreed, with a quaver in his voice. "Lou's said it. I'm licked."

"What the hell's happened?" Dave growled. "Can this be Tom Russell, the fightin'est little bantam that ever swung a scoop? Buck up, Tom! We've been in tighter places than this together and we've always wormed out of them."

A clerk came running out and informed Tom that he was wanted on the phone again.

Dave turned suddenly to Lou. "Boy, this would be easy if I only had the 1819. Say, that reminds me, where in the hell is she?"

"That cranky old teapot is in the erectin' shop. We had her fixed up once after you smashed her, but she wasn't worth a hoot, so we put her in white lead until a month or so back."

Dave was indignant.

"Say, you lunkhead, what the hell do you know about that engine? You used to say she was no good when she was the best damned locomotive on the whole division."

The old hoghead's eyes flashed and he clenched his fists. The return of the superintendent interrupted the argument.

"Just been talking to the Old Man," Tom said. "I stalled him along, but it's no use. I know when I'm licked."

"You wouldn't be licked if I could get the 1819," Dave retorted.

Tom had a gleam of hope. "When's the 1819 due out of the erecting shop?"

"Dunno for sure," said the roundhouse foreman. "When I came through there this evenin' they had her on the last pit. Oughta be some time tomorrer, I expect. But you couldn't use that piece of junk, anyhow, Mr. Russell. Might as well have nothin' at all."

"You can't talk like that about the 1819," Dave protested. "If your damned shopmen haven't ruined her by resetting the valves all cock-eyed, I can take that engine and put your precious silk train into Benton just as fast as you want it there."

"You say she's on the last pit, Lou?" Tom asked impatiently.

"She was this evenin'."

"Well, then, by golly, she'll make the run if I have to put every shopman in Sommerton to work on her!" There was fire in the superintendent's eyes. "Pile in, boys! We're going down to the erecting shop."

THE NIGHT foreman of the erecting shop bore the noncommital name of Smith, but he was as Irish as the smoke of peat. They found him in an engine pit, swearing mightily.

"What'll ye be wantin' this time of the night?" he asked.

"We want the 1819," said Tom.

"Well, ye can't have her until the mornin'."

"Why not?"

"For many an' various reasons. There she stands, look for yerself."

The 1819 did, indeed, bear an undressed appearance. New lagging had just been applied, and the shreds of asbestos hung about everywhere. Much of the exterior piping was missing. The whole front end was a gaping hole. She certainly did not look ready—nor possible to make ready for many an hour.

But Tom was not easily deterred. "What's she need?"

Smith scratched his head.

"Well, if it's a lecture ye want, Mr. Russell, ye shall have it. Her valves were set today, but she needs her steam an' water pipes tested. Then we'll have to close the smokebox an' put on the front-end nettin'. There's the devil's own slew of pipes an' fittin's to be connected, an' then she'll have to be fired up an' the pops set an' tested. After that we'll paint her an' give her a trial run. Then ye may have her an' welcome."

"We've got to use this engine within three hours," Tom said firmly. "Less than that, if possible."

"Superintendent or no," Smith replied, "Ye're talkin' through your hat. It can't be done."

Smith's red hair seemed to become redder and his thick neck took on the color of a turkey's wattles. His smudged jaw, whereon the whiskers shone blue beneath the grime, set in a stubborn line.

Tom looked at him speculatively. "You like a fight, Smith, I've been led to believe."

The foreman squared his shoulders. "Yes, sir, bein' an Irishman."

'Right! Now, then, Smith; we're up against the worst fight you ever heard of—a race against time. We must have that engine within two or three hours, to take a silk train north. If you have to use every man in the shop on her, it'll be all right. Call out the day men if you want to, and I'll square it with the master mechanic. Can you do it?"

The son of Erin grinned.

"Well, now, Mr. Russell, when ye put it that way, it's different. By workin' with the help of God an' his saints, we may do it. But we can't paint her nor give her a trial run."

"To hell with the paint and trial run. What we want is the engine."

Smith spat upon his hands. He burst into a roar that could be heard throughout the shop, high above the clatter and the clamor. Men crawled out of pits, from engine boilers, and from behind lathes and planers. Like gnomes from Vulcan's forge, the greasy, sooty forms gathered around Smith.

"We're gettin' the 1819 out in two hours," he announced. "Perkins, put yer gang on them steam an' water pipes. Hamilton, take the front end. McGuire, have yer pipefitters ready. Kelly, see them pops is tested. An' ye lazy louts, work as ye never did before! I'll be watchin' ye."

TWENTY men swarmed upon the locomotive at once. Some disappeared into her insides, some went up into the cab, and others into the pit beneath. Terrific hammering and banging began.

Smith was here, there, and everywhere, shouting orders almost constantly. Dave Morrows stood just out of the way, his eyes devouring every well-remembered detail of the 1819.

"There, men," he said reverently, "is an engine! They don't build them like that any more."

"An' a damned good job they don't," Lou mumbled, as he left for the roundhouse.

"What sort of repairs has she been having?" Dave asked, after flinging a curse at the departing Lou.

"Class three," Tom replied.

"Hmm! That's pretty heavy work. There's no telling what them Turks has done to her machinery."

"You don't think she'll do then, after all?" Tom asked anxiously.

"Hell, yes, she'll have to do. I'm worried, that's all. If they've got her valves set right, we'll make it."

"If not—"

"Then, by Jiminy, I'll take her through anyhow! Man, that's the 1819—my engine! She ain't failed me yet."

Messenger boys kept dashing in from the dispatchers' office, with telegrams for Tom: gloomy wires from Ralph Cummings, dropped from the silk train, and goading messages from the Old Man at Benton.

"How's Amos doing?" Dave asked.

"Just limping along. The 2691 is still giving him trouble."

The minutes passed with terrible rapidity. Smith was driving his men at a furious pace. There was a fine edge to his Irish tongue; but, to the impatient watchers, it seemed that human beings had never moved so slowly since time began.

Another telegram came in presently. Tom's face brightened.

"The 2691 will probably never be any good any more," he said, "but Amos is sure making time with her now, front end or no front end. Why, at this rate he'll be in here at about two fifteen."

"Fine!" answered Dave Morrows. "Amos is a good driver. He oughta be. I taught him myself."

Tom was still doubtful. "He doesn't need to make the schedule that you'll have north of here."

Dave flexed his fingers, itching for the throttle. "Leave that to me! The 1819, the kid and me, we'll make it, easy."

SMITH approached, bathed in perspiration. He shook himself like a water spaniel.

"She'll be ready at two forty-five, Mr. Russell," he said proudly.

"Not good enough," grunted the super. "You'll have to shave a half-hour or more off that. We want her at the station at two fifteen."

"Then, by the saints of Heaven, ye shall have her!"

Smith climbed back onto the engine, and again his orders bellowed forth above the clanking.

The mechanics, already working desperately, took on new vigor. They scuttled back and forth, their arms swinging with the speed of a high-geared machine. The netting was lifted into place and fastened; the front end door shut and bolted. Pipefitters followed upon the heels of the other workers, and laborers began assembling materials for building a fire in her.

"Tell Lou to have a full tank of coal and water ready," Smith yelled down out of the cab window. "She'll be out in ten minutes."

"Great work!" Tom replied. "I'll ask Lou to have a hostler ready, too, to take her to the station. Hildy, drive your father down there. I'll join you later."

Wild excitement was gripping Hildreth. Throughout the proceedings, he had followed along dazedly, but now there came to him a realization of the joy of battle.

As Dave sat on the bench at the station that night, he was planning and scheming already. Clutching his frayed seat pad, he conned over, for the thousandth time, the remembered details of the 1819. Unless they had changed things in that cab, he could picture every inch as it was, down to the last bolt on the firebox door.

The whole railroad unrolled before his mind. He heard again the sounds that gave him a sense of location, the hollow rumble of the train over tres-

tles, the reverberating roar in tunnels, growling gasps on the upgrades, and clanking couplers on the down.

Perhaps they had changed the location of a few semaphores, but what of that? He squinted down the yard. Yes, his eyes were still as good as ever. He could make out even the farthest dwarf signal plainly.

Soon, he saw the reflection of an approaching headlight, gleaming on the rails, a headlight that must belong to the 2691. Confirmation came soon. A labored puffing reached his ears, which selected it unerringly from among all the other noises. Only a cracked valve spool could produce that sound.

The approaching silk train whistled for the Fourth Street crossing, and Dave was certain. That was Amos Boyd's hand on the whistle.

"There she is, kid!" Dave cried. "We're gonna save this whole damned railroad tonight."

Hildreth felt a thrill as he'd never known before. His father was not the old man of a day ago. As the hostler brought the 1819 along the tracks, something of Dave's vital excitement communicated itself to his son.

The 2691 loomed out of the night, wheezing asthmatically. Her huge headlight was proudly high, but Dave knew her for a beaten engine. That last gasp, as the spark-flickering wheels slid to a stop, was like the death rattle in a human throat.

THREE figures clambered down from the deck as Tom Russell ran up the platform to greet them. Great fatigue hollows showed through the grime under Amos Boyd's eyes, and he moved uncertainly, like a somnambulist. Dave yelled a greeting. The spent driver blinked and shook his head.

"Is it really you, Dave?" he asked.

The two drivers shook hands, as the hostlers took the crippled 2691 off the silk train. Presently, the 1819 was coupled on, wheezing and creaking somewhat, as engines new from the erecting shop usually do.

Dave made a circuit of her, peering here, there, and everywhere. Then up on the deck he climbed for an inspection of the cab and the fire that had been built.

He rattled off a stream of commands to Hildreth. He swore at the fire. Finally, he settled back on his dilapidated seat pad with a sigh of contentment.

While Hildreth was attending to the fire, Dave heard the car inspectors tapping wheels and peering underneath. He contained his impatience, however, for the cars had come a long way at high speed. None knew better than he the necessity for picking out any defects before they started on their longer and even faster journey.

Tom was standing on the platform under the cab window. From that height he seemed ridiculously small and frail. When the conductor had given the highball, and Dave had answered on his whistle, Tom cupped his hands to his mouth, and shouted: "Good luck, Dave! My job's riding with you."

Dave tooted an acknowledgment, as the 1819, a mangy-looking engine, took the silk train out of town.

He thrilled to the touch of the throttle. The years' long aching hollowness in the palm of his hand was suddenly filled. He was like a man awakening from an uneasy sleep to welcome the bright dawn.

The old surge of strength came up his arm in long waves that pulsated through his body. His whistle for the R&M crossing signal was a soaring defiance to the puny gods who had thought that he, Dave Morrows, the best damned driver on the division, was licked. *His last run, maybe, but what a run it would be!*

In his ecstasy he had no time for details. They crossed the R&M tracks and were swinging into the curves before the throttle artist looked about him. A further sense of pride enveloped him as he saw Hildreth in the firebox glare.

This young giant, swinging so easily and gracefully to the rolling of the deck, his scoop hitting the sill of the firebox door with a sharp *ping* that told of coal being distributed evenly over the grate bars, this was another Morrows, superbly ready to carry on.

The old hoghead laughed and threw his right hand up in a highball to the stars. Thus he recaptured the gay mood that had won him the distinction of the runningest fool on the division. With it came a return of that clear, cool judgment which rounds out the combination to make the perfect driver.

A glance at the needle told him that Hildreth was storing up steam for the long pull up Knowlton Hill. Dave leaned back to squint into the firebox door. The even, steady glow that met his eye when next the door opened reassured him. The kid would do.

THEN, with ears strained, he listened to catch the mood of the 1819. After a minute, he grinned. No one would have thought a hard-boiled old hoghead like Dave Morrows could be so sentimental.

"She recognizes my touch," he told himself exultingly. "Frisky as a colt, now that she has someone who understands her."

He felt a sudden impulse to try to take the huge engine into his arms, but chided himself for being a silly fool. Lovingly, he joggled this and wiggled that, easing the load for his beloved engine, as they swung around the long curve that marked the beginning of the upgrade.

"Take it in high, old girl," Dave said softly. "You're not pulling an accommodation now, you're back among the first-class trains, where you belong."

He almost shouted with joy upon finding he had not lost the trick of rounding a curve at high speed as the 1819, after teetering perilously, swung back into the perpendicular without perceptible slackening.

Up the hill, a blinding headlight suddenly appeared. "That's Number 18," he muttered, for he had conned the line-up thoroughly, "in the hole at Knowlton, waiting for us to get by."

"Clear board," Hildreth chanted; and the old man, now strangely young again, realized that this was his son.

"A real railroader, that kid," he confided proudly to the 1819.

The big engine labored up and up through the darkness. The summit was in sight, it was reached, and with steam to spare, Dave noted. He cast an approving glance at Hildy, who beamed in reply. The boy was a fireman. Those broad, heaving shoulders were doing a perfect job.

They straightened out for the long flight over the racetrack. Now, there would be running!

The wheels of the 1819 became spinning circles of reflected moonlight. The engine seemed to touch the rails only to spurn them in a dizzy rush. Dave snatched off his cap, so the wind might bestow a violent caress on the hair that was now whiter than it had been the last time he passed over the racetrack.

The last time—Dave realized with a start that they were almost upon that fateful sidetrack at Callville. With a sickening sensation in the pit of his stomach, he wondered if his run would terminate before he got there.

He wondered if the engine, the train, everything, would black out just after they had passed Dwight. They always did on those front-porch runs through the long, wearisome nights.

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And, supposing they didn't. Then what? He clutched frantically at the arm-rest on the window sill of the cab. He felt all the parts of the locomotive within his reach, to assure himself of their reaility.

Dwight was a mere flash of swift light at the speed they were making, and Dave found himself in a cold sweat. This was no dream run; they'd have to pass Callville. His hand reached for the throttle. He couldn't go on—he couldn't.

But while his whole body went tense and his hand still gripped the throttle, he ground his teeth and refrained from yanking it back.

He fought an almost uncontrollable impulse to swing the throttle back on the quadrant, and to throw himself from the cab window before the train could stop—anything, anything, rather than pass that siding at Callville.

A gleaming headlight flashed into his eyes from out of the black night. It was Number 16, waiting on the Callville siding for the crash, waiting until the 1819 would come leaping into it once again. Dave screamed, and the hand grasping the throttle began to move it slowly backward, fight against it as he would. The 1819 slackened speed.

With an effort that seemed to wrench the soul from his body, he pushed the throttle forward again. The 1819 responded gayly, and Dave tensed himself for the crash. While he did, the 1819 thundered across the switch and roared past Number 16, holding proudly to the main line.

BACK in the dispatchers' office at Sommerton, the tired-eyed superintendent nodded in his chair. The chief dispatcher rushed over to him.

"He's by Callville already. He'll beat our line-up, if we can keep things out of his way."

A jubilant light came into Tom's eyes. "What a runner!" he said, reverently.

Hildreth was very glad for the respite at Hightower to take coal and water. Tom had had the forethought to wire ahead for a hostler to do the work, so that Hildy could sink down on his seatbox for a moment's relaxation.

"How you getting along, kid?"

Dad's beaming face seemed to give the boy new life. His scoop was light again as they pulled out for the long downhill run to Benton.

Dave glanced at an order and called Hildreth over. "Soft track north of Helenville, the roadmaster says. What about it? Shall we slow up there? If we do, we lose about half an hour."

"Hell, no!" was Hildreth's instant response. "Let's make that half-hour. We need half-hours."

Dave warmed with an affectionate glow as he squeezed more speed from the engine. The miles swung by. A red sun came peeping over the hills.

Dave drank in the dawn. He had not believed it could be as lovely as he remembered it. He had always been ashamed for his love of the sunrise on the roaring road, but here it was, even more glorious than his memories.

Through perspiration and backache Hildreth saw it, too, and he paused a moment to admire. Father and son intercepted each other's rapt glances, and Hildy crossed the cab to throw an arm about the old man's shoulders. Two heads, strikingly alike in contour, were proudly side by side. Two pairs of misty blue eyes looked down the track into the rising sun.

There was, at long last, a bond between these two moody Morrows, a bond that would never be broken. Together they labored grimly with the 1819 in those last, long miles, when the slightest effort was a torture almost too great to be borne.

Together they descended from the cab at the conclusion of a silk run that will never be forgotten on the L&S. Dave looked across at Hildreth with a smile of deep contentment.

"The hardware business," he said to himself, "has lost a prospective shining light."

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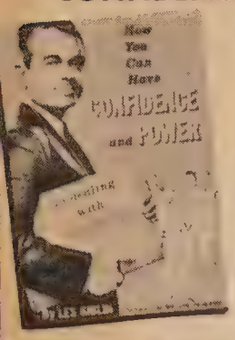

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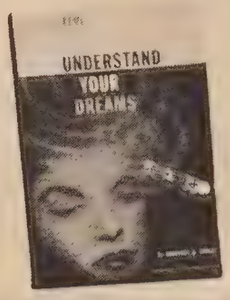

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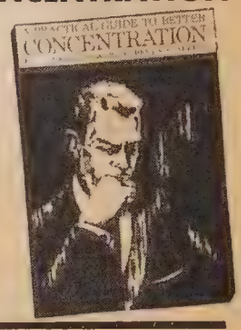

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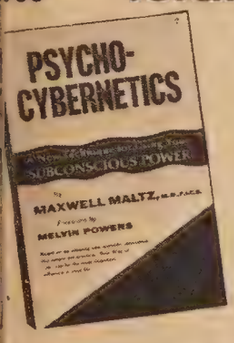

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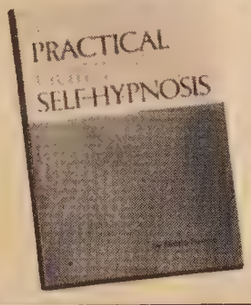

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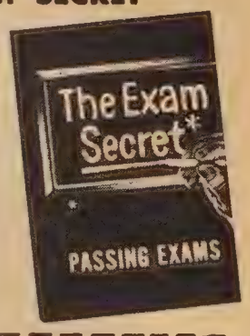

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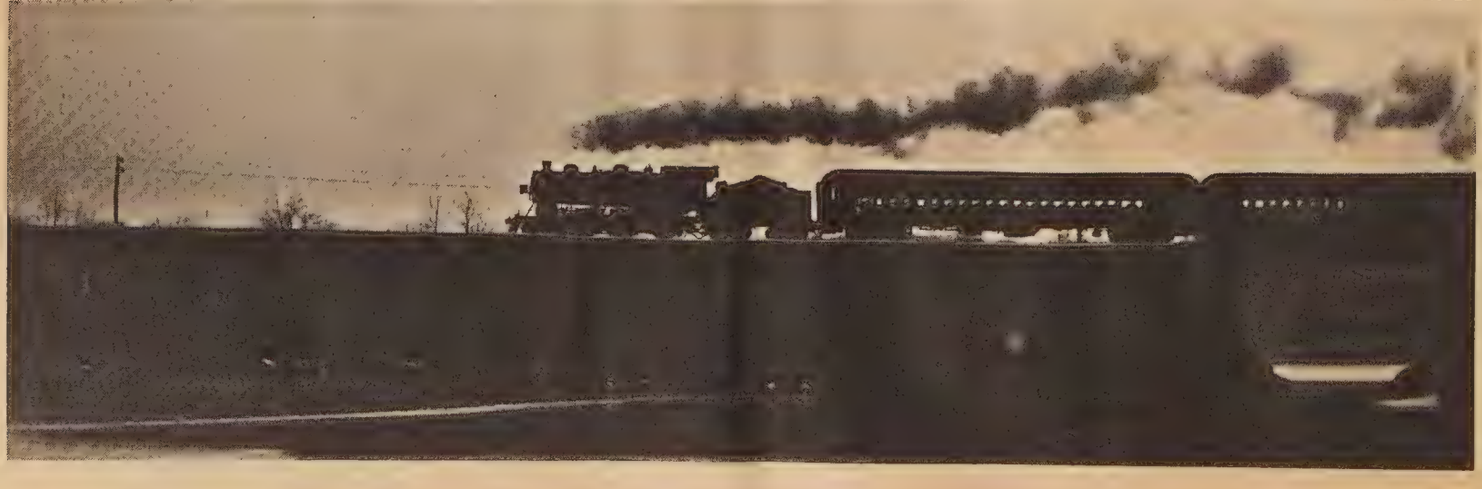
Compiled by Arthur T. Knowles, Assistant Editor

Puzzle: How many railroad names can you find here?

The names of 53 important railroad in the U.S. and Canada are hidden in the above letters, reading forward, backward, up, down, or diagonnally. (Sorry, we skipped the "y" in Western Maryland.) Also, the puzzle contains over 50 initials of other railroads, brotherhoods, railfan clubs, etc. What else can you find here? Have fun! If you want the key to this puzzle send a self-addressed stamped envelope, size about 9½"x4¼", to *Railroad Magazine*, 205 East 42nd St., New York, N.Y. 10017.

Photograph by Fielding L. Bowman

Sundown silhouette: 4-6-0 with passenger train near Tilly Foster, N.Y., on New York Central's Putnam Division in 1949



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* EVEN FOR LIFE!
Receive LIFE-TIME HOSPITAL PROTECTION for both sickness and accident!

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Service Life's new low-cost plan is designed to help you get adequate protection against such misfortunes. Take advantage of this SPECIAL INTRODUCTORY OFFER! Service Life's FAMILY HOSPITAL PLAN helps ease your financial burden with ready cash — even for life while hospitalized . . . ready cash that is PAID DIRECTLY TO YOU in addition to any other coverage you may have.

WHY THIS SPECIAL OFFER IS MADE

Since we employ no salesman, we use this means to introduce this outstanding offer. We are willing to risk the initial expense in making this SPECIAL OFFER so that you can see for yourself how good this low-cost policy is, and that you will want to keep it in force as so many others have done.

WHY THESE PREMIUMS ARE SO LOW

You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating thirty days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating 180 days after policy date.

** GUARANTEED RENEWABLE

Your protection cannot be cancelled or benefits reduced because of increased age or change in health — only you can cancel it. This policy is Guaranteed Renewable as long as the premium stated in table of premiums is paid, and even provides you with a full 31-day grace period. Premiums can only be changed when done for all policyholders in your state.

NO LIMIT ON THE NUMBER OF TIMES YOU CAN COLLECT

There are no penalties or assessments for the number of times you are hospitalized. You are paid for each covered confinement. Pre-existing conditions stated in your application and not excluded are covered after your policy has been in force for three years.

EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

NO MEDICAL EXAMINATION NECESSARY

Since you fill out a statement of your personal health and mail it to us, no medical exam is necessary. These policies are issued to persons in good health and the Company does reserve the right to verify the information on your application at its own expense if deemed necessary.

HELPS YOU GET THE BEST HOSPITAL CARE

Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

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At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

SPECIAL OFFER.. $1

COVERS YOU AND YOUR ENTIRE FAMILY FOR THE FIRST MONTH. AFTER THE FIRST MONTH, PAY THE LOW PREMIUMS LISTED BELOW.

MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your money will be refunded.

HERE ARE THE LOW RATES FOR EACH MEMBER OF YOUR FAMILY

EACH PERSON	Monthly
Under Age 18	$ .75
Age 18 to 39	2.00
40 to 49	3.00
50 to 54	3.50
55 to 59	4.00
60 to 64	4.50
65 to 69	5.00
70 and over	7.10

FILL IN AND MAIL TODAY! *Takes only a minute*

SERVICE LIFE INSURANCE COMPANY OF OMAHA, Dept. D48
1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.

Full Name of Applicant _____ Sex ___

Address _____ Date of Birth _____

City _____ Zone _____ State _____

Occupation _____ Height _____ Weight _____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details _____

3. What other Hospital insurance do you carry? _____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this _____ Day of _____ 19__

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐ Adult Benefits for Children ☐ Maternity Benefit Rider ☐

BOOKS OF THE RAILS

NEVADA COUNTY NARROW GAUGE, by Gerald M. Best, 218 pages, 8½x11", illustrated, indexed, weight 2¼ lbs., Howell-North Books, 1050 Parker St., Berkeley 10, Calif. $7.50.

"I have been asked how it would be possible to write an entire book about a railroad a little over 20 miles long," says Jerry Best, "one which never owned more than five locomotives and a few score cars at any one time." But, he points out, "this little railroad had high trestles and bridges, tunnels, heavy grades, sharp curves, gold mines, and lumber mills all along the line." Furthermore, it was operated first by "a benevolent dictator, then by a woman, and then enjoyed its most prosperous days when it was saved by an unusual community effort," and even trolleys were involved.

Jerry tells of his first acquaintance with the NCNG. "I had seen the ancient woodburning locomotives of the Lake Tahoe Railway & Transportation Company's narrow-gauge line at Tahoe Tavern, and with the memory of this rundown and apparently poverty-stricken railroad in mind, I was due for a surprise when we stopped at a hotel in Colfax for a late lunch. There behind the Southern Pacific station was a spic-and-span, two-car, narrow-gauge passenger train, the conductor and brakemen in uniforms as neat and trim as those of the crew on the *Overland Limited*. The engine was a well-painted and neat-looking oilburner, its crew dressed in clean overalls."

This shortline was officially opened May 24, 1876, with regular train service between Nevada City and Colfax, a 22.64-mile run. Each combination coach was equipped with a small iron safe, and gold shipments began rolling over the line en route to the San Francisco Mint. Total value of these shipments is estimated at $250 million. In that respect the NCNG bore some resemblance to the widely-publicized Virginia & Truckee.

The author was featured in *Railroad Magazine's* series of *Interesting Railfans* (Oct. '63). His book is richly anecdoted. It gives a clear word-picture of the period of Nevada history that ended in 1943 when the last rails of the defunct NCNG were removed, leaving a scar on the landscape—and a lot of memories, pictures, and newspaper items for Jerry Best to scoop up many years later and put into a book. There are 284 photographs, also maps, diagrams, and rosters. A *must* for narrow-gauge fans.

THE BOOK OF DANIEL DREW: *The Inside Story of the First Great Wall Street Speculator*, by Bouck White, 423 pages, 5x7¾", illustrated with old prints, American Research Council, 2 East Ave., Larchmont, N.Y. 10538, $5.

First published in 1910 and long out of print but now revived, this book tells largely in Drew's own earthy language his epic struggles with Commodore Vanderbilt and his unholy alliance with Jay Gould, Jim Fisk, and "Boss" Tweed. Drew was sanctimonious, cruel, and treacherous. He discovered the profit to be gained from "watered" cattle and used that principle years afterward in watering Erie Railroad stock. Briefly, he emptied sacks of salt on the ground, scattering it so that the entire herd could get some. This made the poor animals mad with thirst, but he would not let them drink for many hours until just before they were weighed. Then they gulped enormous quantities of water, which added greatly to their weight and thus to their sales value. This originated the term "watered stock" A recommended biography.

Our Cut-Rate Book Service

We always review new railbooks. As an added service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails above $2.50. Each price includes shipping charges.

These books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service* (not to the book publisher), 205 E. 42nd Street, New York, N. Y. 10017. Here are a number of suggestions:

	List Price	Our Price
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
THE BOOK OF DANIEL DREW, by B. White	$ 5.00	($ 4.75)
BRITISH BRANCH LINES, H. A. Vallance	$ 9.25	($ 8.85)
GREAT TRAIN ROBBERY, Gosling and Craig	$ 4.50	($ 4.30)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
DECLINE OF STEAM, by Colin Gifford	$16.00	($15.20)
BROTHERHOOD OF RY. CLERKS, by N. Denton	$ 3.00	($ 2.85)
RAILROAD MERGERS, etc., by M. Conant	$ 7.50	($ 7.15)
SAGA OF STEAM PLOUGH, by Harold Bonnett	$11.00	($10.45)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RR. THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ACROSS PRAIRIE, Ehrnberger-Gschwind	$ 4.95	($ 4.70)
BRITISH RAILWAYS LOCOMOTIVES	$ 3.75	($ 3.55)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
TUMULT ON MOUNTAINS, Clarkson	$12.00	($11.40)
EARLY RAILWAYS, by J. B. Snell	$ 4.95	($ 4.70)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON	$15.00	($14.25)
STEAM TRAINS OF THE SOO, by Suprey	$ 5.00	($ 4.75)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$28.00	($26.60)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true rr. adventure stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
CANADIAN NATIONAL RAILWAYS, by G. R. Stevens, 2-vol. set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$ 9.50	($ 9.00)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.60)

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BRITISH BRANCH LINES, by H. A. Vallance, 216 pages, 6x8½", illustrated with photos, maps, etc., beautiful two-page color-photo on jacket, indexed, published by B. T. Batsford Ltd., London, England; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $9.25.

The author, who worked for many years on the editorial staff of *The Railway Magazine*, describes more than 140 branch lines in England, Scotland, and Wales. His text matter shows considerable research of a high quality. The photographic illustrations are good. Most of them show quaint and picturesque railway stations, with or without trains. The book's value is enhanced by an index and a 7½-page summary table of authorization and opening dates of ownership and branches.

Tom Kennedy, freight agent, and Sadie Geronimi Angelini, book-keeper of the NCNG; one of the 284 photos in *Nevada County Narrow Gauge* by Gerald M. Best.

THE GREAT TRAIN ROBBERY: *The Incredible Story of a Masterpiece of Modern Crime*, by John Gosling and Dennis Craig, illustrated with photographs, 178 pages, 5½x8", Bobbs-Merrill Co., Inc., 3 W. 57th St., New York, N.Y., $4.50.

It was front-page news all over the world. At 3 a.m. on August 8, 1963, the *Royal Mail* train from Glasgow to London was making 80 miles an hour through rural Buckinghamshire. Twenty-eight minutes later it had been stopped, its locomotive and two front coaches hijacked, the engine crew handcuffed, five Post Office workers overpowered, and the train robbed of the equivalent of $7.3 million in American money, the loot being loaded onto waiting trucks and hauled away.

A dozen men were jailed for complicity in this sensational stickup, one escaped, and some of the stolen money was recovered, but the mystery has never been fully solved. Apparently the master-mind behind this crime is still at large. Gosling and Craig tell the story

Gerald M. Best, author of new book titled *Nevada County Narrow Gauge.*

in a highly readable style. Gosling is an ex-detective superintendent of Scotland Yard; Craig wrote a previous book on the world's greatest jewel theft.

STEAM AND LECTRIC LOCOMOTIVE DIAGRAMS, 111 pages, 10½x4″, paperbound, published by the compiler, Alvin F. Staufer, Rte. 4, Box 145, Medina, Ohio 44256, $4.

Unlike most large railroads, the Pennsy didn't issue locomotive diagram books. However, it distributed individual blueprints to the motive power departments on its various divisions. By collecting these, Staufer has been able to produce an almost complete representation of PRR steam and "juice" power, plus a few of the early diesels.

BULLETIN NO. 112: *The Railway & Locomotive Historical Society*, edited by Charles E. Fisher, 86 pages, 6x9″, paperbound, published by The R&LHS, Inc., Baker Library, Harvard Business School, Boston, Mass. 02163; members $2, nonmembers $3.

A carefully researched Pittsburgh & Lake Erie history fills 31 pages of text, with an additional 18 pages of photographs, including a map. The author, Donald Duke, himself a publisher of railroad books, gives us the details on what used to be called "John Barriger's road," actually part of the New York Central system. He devotes 3 pages to alltime steam rosters of P&LE and its subsidiary, the Pittsburgh, McKeesport & Youghiogheny. Duke calls P&LE "The Little Giant . . . efficient, modern, profitable, and efficiently managed." Readers who do not require personalities or drama in their railroad reading will find this piece eminently satisfying.

Also in *Bulletin 112* are "Smoke Stacks, Ours and Others," by Fred Jukes, who wrote a somewhat similar article for *Railroad Magazine* years ago; "Hook and Eye: Imperial Valley's Holton Interurban," by R. P. Middlebrook, also a *Railroad Magazine* writer; and other articles, rosters, and miscellany. All in all, a worthwhile addition to any railroad library.

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This fantastic method of Oriental PHYSIO-MENTAL FIGHTING POWER has existed in secret for centuries. Because it is unbeatable; because of its amazing power to disable and destroy; and because there is no counter against an Aikido technique, it has been quietly withheld from the general public. Now, the devastating methods of AIKIDO are revealed to you in English, by an expert who dares teach you at his risk!

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WHO IS THIS MAN?

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O.K., I accept your no-risk, free-trial offer to teach me THE POWER OF AIKIDO. Ship immediately in plain wrapper. I enclose $3.98 full payment, and there will be nothing to pay on delivery. My friends and I must agree with everything you've said about the POWER OF AIKIDO or my purchase price will be refunded in full . . . I just return the front cover of the book.

Name .....

Address .....

City..... State.....

I am under eighteen, but have parent/guardian permission to learn the POWER OF AIKIDO.

Miss Nerrida Holman, a New Zealand railfanette, enjoys railway excursion.

New Zealand Railfanettes

A pretty steam fan who lives on the other side of the world is Miss Nerrida Holman, 1113 New North Rd., Mt. Albert, Auckland, New Zealand. She works for the New Zealand Railways as an office assistant and is of medium height, brown-haired, and green-eyed.

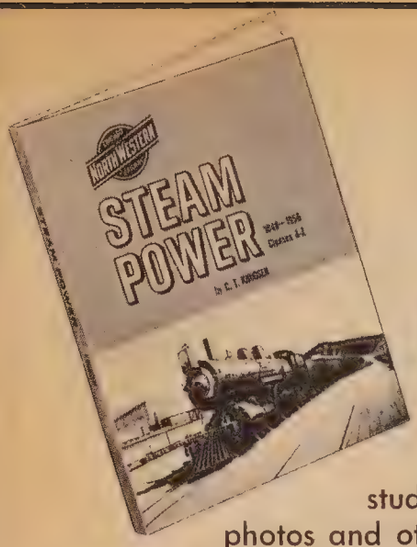
"I belong to a Railway Enthusiasts Club," Nerrida writes. "We go on excursion trains pulled by steam locomotives. I also take pictures of engines, trains, etc., and have a railway scrapbook. From the windows of my home I can see steam trains passing by. When I was a child an uncle of mine who was an engine driver sometimes let me ride in his cab and shovel coal into the firebox while he was switching. My brother is an engine driver."

Another New Zealand railfanette, a brunette turning gray, is Miss Betty Bain, 177 Garnet Rd., Westmere, Auckland, N.Z. She too is employed by the New Zealand Railways.

"In 1942, at the time of World War 2," she writes, "I hired out as a station assistant at Dunedin on Otago, South Island, N.Z. Women were needed because so many men had gone into military service. We assisted guards (trainmen) on suburban services, long-distance expresses, and railcars. At the station we loaded and unloaded vans (trucks), supplied information for travelers, and handled other depot chores. Eventually I was transferred to Auckland station as an office worker.

"I belong to the Railway Enthusiasts Club and the Locomotive Society. Judging from what I have read, our monthly meetings and excursions are much like those of railfan clubs in North America. Steam engines are gradually disappearing from our North Island, most of them being shipped to South Island on the rail-ferry *Aramona*.

"Ever since an exhibition at Dunedin in 1926 showed scenery of the Canadian Rockies my ambition has been to ride a Canadian Pacific train from coast to coast. I have never been off New Zealand except for a holiday on nearby Norfolk Island. But I have a large scrapbook which I am filling with railway news and pictures from all over the world. Maybe some overseas reader will send me a couple of items for it."



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This handsome volume will fill a void in the library of all true lovers and students of the romantic steam era of American railroads. The priceless photos and other historical material in this book will fascinate and delight the real steam buff and all others interested in the historic development of our country's railroads. Hard-bound, beautifully jacketed, its 208 generous 8½" x 11" pages contain. . . .

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Coming Events

New design and color treatment for the California Western's *Super Skunk*, showing the Baldwin steamer and one of the coaches: vermilion, red, gold, black.

Aug. 18—Sept. 6: R&LHS "North American Adventure." Lv. San Francisco on California Zephyr; ride the Silverton branch, cars attached to Denver Zephyr to Kansas City, Southern Belle to the Ozarks, ride the steam-powered Reader Railroad, then National Limited from St Louis to Baltimore, visit B&O Museum, visit N.Y. Worlds Fair, on to Buffalo and Niagara Falls, cruise on Great Lakes to Duluth, then via GN and SP&S to Portland for a ride on Veronia, South Park & Pacific, and return to San Francisco by SP. Send $50 deposit made out to R&LHS to Arthur Lloyd, 974 Pleasant Hill Rd., Redwood City, Calif.

Aug. 20—Sept. 3: Special train to NMRA Convention, lv. Pittsburgh, Pa., and Columbus, O., on Aug. 20; Fort Wayne, Ind., and Chicago, 21st, behind Burlington steam engine. Go to Banff, Jasper, and Vancouver for Aug. 26-29th Convention; SP Shasta Route, optional side trips. Write Dan Ferrus, Private Railroad Cars, Inc., 424 Ludwig Rd., Fort Wayne, Ind.

Aug. 21: Steam-powered pass. train over Central Vermont Ry. from White River Jct to St Albans, Vt., and return, using Canadian National's 4-8-4 No. 6218. Connections available from New York City and Connecticut points. Trip sponsored by Branford Elec. Ry. Assn. Contact Noel Weaver, Jr., 84 Jillson Circle, Waterbury, Conn. 06708. Enclose stamped self-addressed envelope. Tentative fare, $15.

Aug. 27: 79th annual convention of American Philatelic Society in Denver. Special Burlington (C&S) train to Golden to visit Colorado Railroad Museum display of railroad philately. A special cachet will be issued. Write John H. Willard, 1025 Monroe St., Denver, Colo. 80206.

Aug. 29—Sept. 11: Special "International Limited," steam part way, from Chicago to NRHS Convention in Portland, Ore., going via Canada, Including Pacific Great Eastern Ry.; Vancouver and Seattle to Portland convention, Sept 3-6: returning via SP&S to Wishram, GN to Bieber, WP Feather River Canyon to Salt Lake City, UP to Sherman Hill and Denver, CB&Q to Chicago. Write Allan Vaughn, 704 E. Charles St., Oelwein, Iowa.

Aug. 29—Sept. 10: Private car "Mt. Rubidoux" from L.A. to NRHS convention, plus side trips and ride on stern-wheeler towboat. Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Sept. 2-6: Midwest Central narrow-gage will operate for Midwest Old Settlers and Threshers Assn. 16th reunion. Baldwin loco with passenger cars. Write Billie Turley, Mount Pleasant, Iowa.

Sept. 3-6: Everybody, it seems, is going to the NRHS convention at Portland. Visit Pacific Live Steamers layout and transportation museum, take harbor tour on sternwheeler "Portland," ride Portland Zoo Ry., visit Glenwood Trolley Museum, enjoy 42-mile trip on Vernonia, South Park & Sunset Steam RR.; the annual banquet, excursion to Seaside, the Oregon end of Lewis and Clark Trail; 33-mile trip on Longview, Portland & Northland Ry. (possibly with steam). Write Miln Gillespie, chairman, 1965 Convention, Box 8853, Portland, Ore. 97208. Railroad Magazine will be represented at this convention by Arthur T. Knowles, assistant editor.

Sept. 11: St. Louis to Mexico, Mo., and return via CB&Q and GM&O behind Burlington's 2-8-2 No. 4960, with air-conditioned, double-deck, suburban coaches and a gondola car. Leave Carr Street station 9 a.m., due back about 8 p.m. Snack service, movie runs. Fare $9 (kids $5). Write NRHS, 6412 Printz Court, St. Louis, Mo., 63116.

Sept. 12: 300 miles, fall foliage trip: Me., N.H. White Mts., Vt., CNR steam loco 6218, Portland to Island Pond, first steam since final run of MEC 470 on June, 1954. CNR coaches, open-door baggage car, outlets for tape recorders. Lv. Grand Trunk Station, Portland, Maine, at 8 a.m., due back about 8 p.m. $12 (kids $6) Write 470 Railroad Club (Div. RRE), Jesse F. Libby trip chairman, 344 Pine St., South Portland, Maine 04107, make checks to 470 Railroad Club.

Sept. 16—Oct. 27: BofLE annual European tour: England, Holland, Belgium, Germany, Austria, Italy, Switzerland, and France. Lv New York on SS France, $1,195, all-expenses. Write M. C. Glassel, Div. 28, Box 3612, Station A, El Paso 23, Texas.

Sept. 15-30: Railway Age 2-week tour of Europe. Attend two big railroad shows in Munich. Side trip to Milan and Lucerne. $632.40 includes most everything. Write Fred Miles, Overseas Flight, Railway Age, 30 Church St., New York, N.Y. 10007.

Sept. 18-26: 4,000 miles, 5 states, 3 days of narrow-gage steam in Colo., package tour. Lv. Richmond, Calif., on Santa Fe: Alamosa, Pueblo, D&RGW via Royal Gorge, Dotsero, Moffat Tunnel, Denver, and return to Coast. Rates: $245 in coach to $391 in drawing room. Send $50 deposit. Write Norman Holmes, Central Coast Ry. Club, Box 1714, San Jose, Calif. 95106.

Sept 19: special cars from Los Angeles to join the above trip. Write Orange Empire Trolley Museum, Box 548, Perris, Cal. 93720.

Oct. 16-17: steam trip behind CNR 6218. Write Michigan Railroad Club, 15517 Braile Ave., Detroit, Mich. 48223.

Oct. 17: 270-mile Fall-foliage trip on B&O freight lines, Pittsburgh to DuBois, Pa., reserved seat coaches, probably open gon, a snack car. Some 1500 people took the trip last year. Write North Hills Travelers, J. Edward Wally, 43 Grant Ave., Pittsburgh, Pa. 15223.

Oct. 24, special train from San Diego, Calif. to Orange Empire Trolley Museum at Perris, open-door baggage car, snack car, obs. No. 1509. Lv. San Diego 8 a.m.; due back 7 p.m. Write: S. L. "Corky" Thomson, Ry. Historical Society of San Diego, Box 9351, San Diego, Calif. 92190. ●

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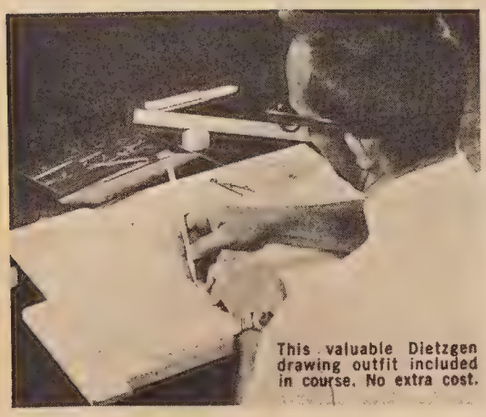

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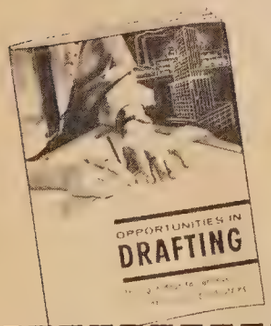

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916

No longer on Texas & Pacific roster: previous No. 4, with 660 HP (Alco, 1940).
Elliott Kahn, 75-48 183rd St., Flushing 66, N.Y.

TEXAS & PACIFIC RAILWAY

Motive power roster compiled by Sy Reich

Road Numbers	HP	Builder	Bldr's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
1-10	2000	GM-EMD	E7A	A1A-A1A	54,345	322,670	1947, 9	1
30-37	2250	GM-EMD	E8A	A1A-A1A	56,465	335,270	1951	2
110-116	1500	GM-EMD	GP7	B-B	62,270	249,080	1950	3
117-124	1500	GM-EMD	GP7	B-B	61,060	244,240	1951	3
125-130	1500	GM-EMD	GP7	B-B	61,135	244,540	1952	3
386-391	1750	GM-EMD	GP9	B-B	61,770	247,080	1957	4
392-399	1750	GM-EMD	GP9	B-B	61,625	246,500	1958	4
500-504	1800	GM-EMD	GP18	B-B	61,630	246,520	1960	5
600-614	2500	GM-EMD	GP35	B-B	64,700	258,800	1964	
640-649	2500	GM-EMD	GP35	B-B	?	?	1965	
850-869	1500	GM-EMD	F7A	B-B	58,580	234,320	1949	6
870-886	1500	GM-EMD	F7A	B-B	58,765	235,060	1950	6
887-930	1500	GM-EMD	F7A	B-B	58,525	234,100	1951	6
931-932	1500	GM-EMD	F7A	B-B	57,935	231,740	1952	6
850B-865B	1500	GM-EMD	F7B	B-B	57,635	230,540	1949	7
866B-880B	1500	GM-EMD	F7B	B-B	57,610	230,440	1951	7
881B-884B	1500	GM-EMD	F7B	B-B	57,585	230,330	1952	7
1000-1014	1000	GM-EMD	NW2	B-B	61,660	246,640	1947-8	
1015-1019	1000	GM-EMD	NW2	B-B	61,535	246,140	1949	
1215-1218	1200	GM-EMD	SW7	B-B	61,715	246,860	1950	8
1219-1231	1200	GM-EMD	SW9	B-B	61,775	247,020	1951	8
8000-8007	800	GM-EMD	SW8	B-B	57,950	231,800	1952	9
1100	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	10

T&P Roster Notes

Roster based on data from T&P Chief Mechanical Officer is accurate as of March 1, 1965. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric.

(1) 1-10 ex 2000-2009. Nos. 1 and 5 were scrapped.
(2) 30-37 ex 2010-2017.
(3) 110-130 ex 1110-1130.
(4) 386-399 ex 1131-1144.
(5) 500-504 ex 1145-1149.
(6) 850-932 ex 1500A-1582A. Nos. 867, 871-873, 876, 878, 881, 886, 889, 893, 894, 903, 912, 914, 926, 928 and 929 to EMD for GP35's.
(7) 850B-884B ex 1500B-1534B. Nos. 852B, 854B, 856B, 860B, 866B, 867B, 876B and 888B to EMD for GP35's.
(8) 1215-1231 ex 1020-1036.
(9) 8000-8007 ex 811-818.
(10) 1100 sold to TP-MP, renumbered 23.

T&P 8006, formerly 817, photographed at Grand Saline, Texas, in 1955.

Charles M. Mizell, Jr.
6623 Santa Fe Ave.
Dallas, Texas 75223

SHORTLINES OF MISSOURI

Motive power roster compiled by Sy Reich

Alton & Southern Railroad

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
—	28-42	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947-8	1
—	43	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	
—	44	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	
—	45	1600	Alco-GE	RS-3	B-B	62,120	248,490	1956	
—	46-49	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2
—	50	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 3
—	51-54	1500	Alco-GE	RS-2	B-B	?	?	1948-9	1, 4

Bevier & Southern Railroad

Owns two units, the specifications of which are unknown to us.

Hannibal Connecting Railroad

—	603-604	660	Alco-GE	S1	B-B	49,500	198,000	1940, 2	

Illinois Terminal Railroad

—	700-705	1000	Alco-GE	S2	B-B	69,000	230,000	1948	
—	706-711	1000	Alco-GE	S2	B-B	69,000	230,000	1950	
—	725	800	GM-EMD	SW8	B-B	56,640	229,900	1950	5
—	751-756	1000	Alco-GE	RS-1	B-B	72,900	243,400	1948, 50	
—	775-786	1200	GM-EMD	SW1200	B-B	61,000	248,400	1955	
—	1600-1605	1500	GM-EMD	GP7	B-B	59,700	245,370	1953	

Joplin Union Depot Company

Owns no equipment. ATSF, MKT, and KCS use its facilities.

Kansas & Missouri Railway & Terminal Co.

Owns no equipment.

Kansas City Connecting Railroad

—	13	660	GE	70 ton	B-B	35,000	140,000	1954

Kansas City Public Service Freight Operation

Owns four units, the specifications of which are unknown to us.

Kansas City Terminal Railway

40	40	660	Alco-GE	S1	B-B	58,200	194,000	1940	6
40	41-44	660	Alco-GE	S1	B-B	59,400	198,000	1941	6
50	50	900	Alco	HH 900	B-B	69,000	230,000	1938	6
50	51-59	1000	Alco-GE	S2	B-B	69,000	230,000	1940-9	6
60	60-61	900	GM-EMC	NW	B-B	63,200	252,900	1938	7
70	70-79	1200	GM-EMD	SW1200	B-B	60,940	246,760	1964	

Manufacturers Railway

—	201-203	1000	Alco-GE	HH 1000	B-B	?	?	1940	8
—	204-210	1000	Alco-GE	S2	B-B	?	?	1940-8	

Owns two units, the specifications of which are unknown to us.

Missouri & Illinois Bridge & Belt Railway

—	100	380	GE	44-ton	B-B	22,000	88,000	1941

Missouri-Illinois Railroad

—	960	1500	Alco-GE	RS-2	B-B	58,230	232,920	1949	9
—	961-973	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951-5	10
—	1028	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	11

St. Joseph Belt Railway

—	6006-6007	600	GM-EMC	SW	B-B	50,400	201,610	1938-7	12
—	6008	600	GM-EMD	SW1	B-B	48,010	192,050	1947	12

St. Joseph Terminal Railroad

—	1-2	600	GM-EMD	SW1	B-B	?	?	1950

Terminal Railroad Association of St. Louis

E-6	501-504	600	GM-EMD	SW1	B-B	49,950	199,500	1940	13
E-6	505-508	600	GM-EMD	SW1	B-B	49,350	197,300	1947	13
A-6	521-524	660	Alco-GE	S1	B-B	49,755	199,020	1941	14
B-6	531-532	660	Baldwin	VO 660	B-B	61,194	203,980	1940	15
B-6	533-534	660	Baldwin	VO 660	B-B	59,256	197,250	1942	15
E-10	551-552	1000	GM-EMD	NW2	B-B	62,625	250,500	1940	16
E-10	553-555	1000	GM-EMD	NW2	B-B	62,588	250,350	1941	16
E-10	556-557	1000	GM-EMD	NW2	B-B	61,925	247,700	1943	16
E-10	558-563	1000	GM-EMD	NW2	B-B	62,285	249,150	1947	16
E-10	564-567	1000	GM-EMD	NW2	B-B	62,135	248,540	1949	16
A-10	569-570	1000	Alco-GE	S2	B-B	57,675	230,700	1949	17
A-10	571-573	1000	Alco-GE	S2	B-B	58,225	232,900	1941	17
A-10	574-578	1000	Alco-GE	S2	B-B	57,975	231,900	1942	17
A-10	579-588	1000	Alco-GE	S2	B-B	57,675	230,700	1944	17
A-10	589-590	1000	Alco-GE	S2	B-B	57,750	231,000	1949	17
B-10	591-601	1000	Baldwin	VO 1000	B-B	60,550	242,200	1941-4	18
B-10	602-603	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	18
F-10	700-701	1000	FM	ALT 100.6a	B-B	60,500	242,000	1947	19
F-10	702-703	1000	FM	ALT 100.6a	B-B	61,465	245,860	1949	19
L-12	1200-1205	1200	LH	Yd. Sw.	B-B	62,625	250,500	1951	20
E-12	1206-1218	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	21
E-12	1219-1226	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	21
E-12	1227-1233	1200	GM-EMD	SW1200	B-B	62,700	250,800	1964	18, 20
B-12	1250-1253	1200	BLHW	S-12	B-B	59,750	239,000	1952	22
A-16	1600-1603	1600	Alco-GE	RS-3	B-B	61,825	247,300	1950	23

Union Terminal Railway

—	6005	600	GM-EMC	SW	B-B	50,400	201,610	1938	24

Notes on Missouri Shortlines

Rosters are based on data from mechanical officers or other executives of the A&S, HC, IT, KCS-L&A, KCC, KCT, Missouri Pacific, and TRRA of St. Louis, and are accurate as of the first quarter, 1965. For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of Railroad Officials, or both, which has a route mileage less than 400.

Locomotive builders: Alco GE, American Locomotive Co.-General Electric; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; GE, General Electric; Alco, American Locomotive Co.; FM, Fairbanks Morse; LH, Lima Hamilton; BLHW, Baldwin-Lima-Hamilton-Westinghouse.

(1) Upgraded to 1600 hp.

(2) A&S 46-49 ex Union Railroad 604-606 and 609.

(3) A&S 50 ex Youngstown & Northern 231.

(4) A&S 51-54 ex Union Railroad 612, 607, 610, and 611.

(5) IT 725 ex EMD demonstrator 800, purchased 1951.

(6) KCT 40-44, 50-51, 54-56 and 60 scrapped in 1964.

(7) KCT 60 scrapped. In 1952 GM-EMD rebuilt 61 to 800 hp., 56,840 lbs. tractive effort, weight 230,915 lbs.

(8) MRC 201-203 sold to KCS, renumbered 1121-1123.

(9) M-I 960 ex 61.

(10) M-I 961-973 ex 62-74.

(11) M-I 1028 ex 51.

(12) SJB 6006-6008 ex 10-12. No. 6006 scrapped in 1963.

(13) TRRA 501-508 formerly Class D.

(14) TRRA 521-524 formerly Class D-1. Nos. 521-522 are no longer on the roster.

(15) TRRA 531-534 formerly Class D-2, no longer on the roster.

(16) TRRA 551-567 formerly Class D-3.

(17) TRRA 569-590 formerly Class D-4.

(18) TRRA 591-603 formerly Class D-5. Nos. 591-596 to EMD for 1227-1233. Nos. 597-601 to be turned in to EMD in 1965 for more units.

(19) TRRA 700-703 formerly Class D-6.

(20) TRRA 1200-1205 formerly Class D-7. No. 1200 to EMD for 1227-1233. Nos. 1201-1205 to be turned in to EMD in 1965 for more units.

(21) TRRA 1206-1226 formerly class D-9.

(22) TRRA 1250-1253 formerly Class D-10.

(23) TRRA 1600-1603 formerly Class D-8. Sold to a broker.

(24) UT Ry. 6005 ex 5.

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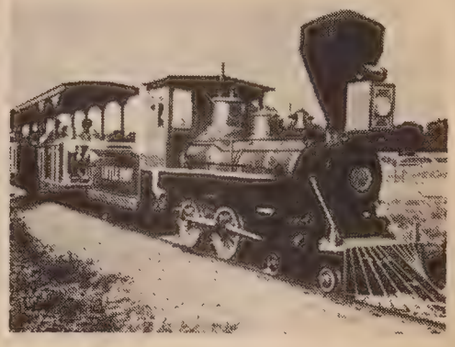

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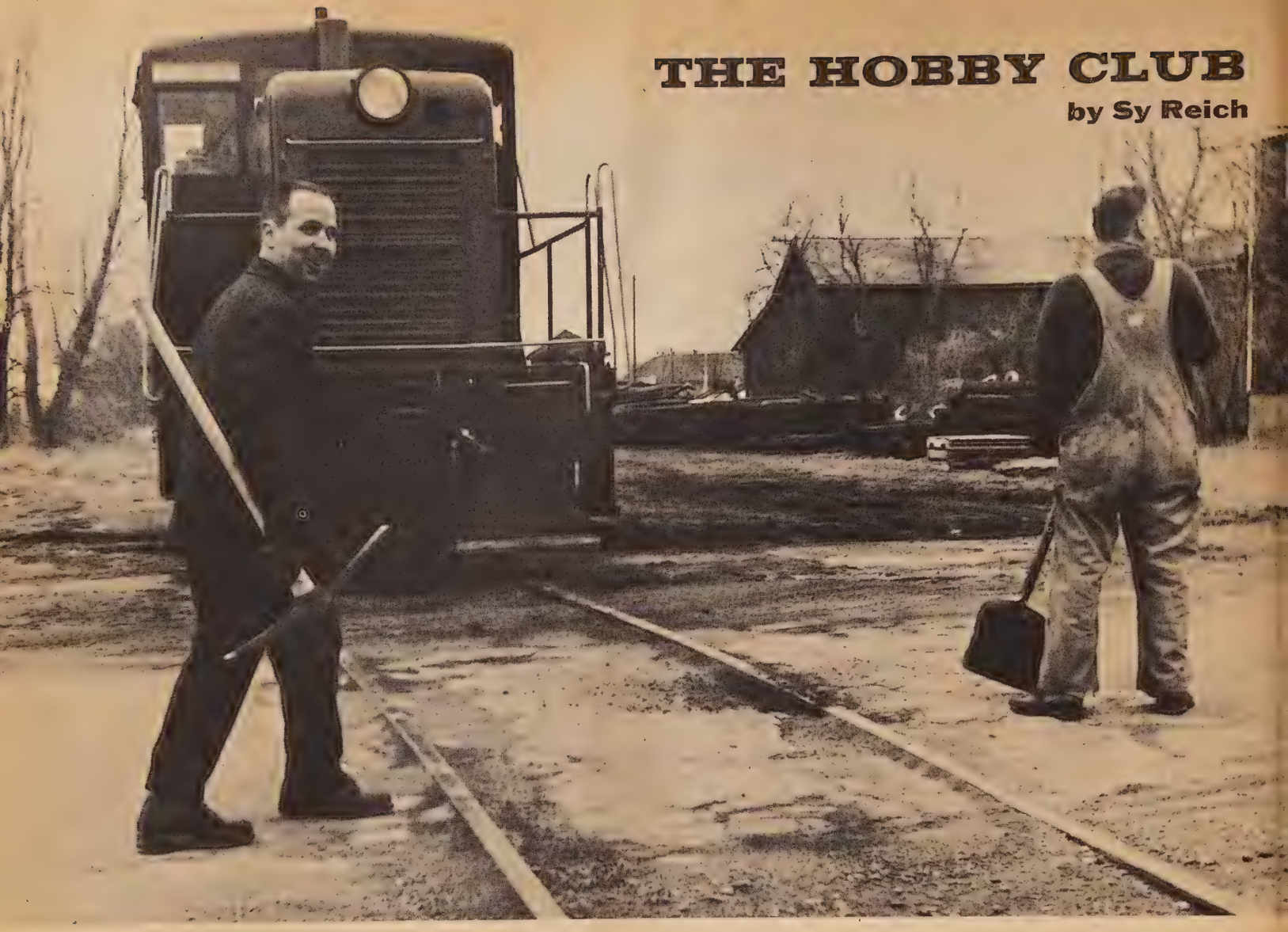

Erie-Lackawanna abandoned operation of the line in this vicinity in the fall of 1964. Highway maintenance men thereupon paved over the grade crossing at Lakeville, covering the ties and rails, thinking they would never be used again. Then came the newly-formed Livonia, Avon & Lakeville Railroad and the track had to be reopened for its use. We see LA&L Brakeman John Eiler (left) and Engineer J. B. Schafer setting about the job of removing cement, one with a pick, the other a shovel.
Donald B. Allen, 350 East Ave., Rochester 4, N.Y.

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RETURNING from his third trip around the world, with his wife, Lester Harlow of 29 E. Rosevear Ave., Orlando, Fla. 32804, reports having seen the new railroad in Saudi Arabia, operated by diesel-electrics, and long passenger trains in India pulled by steam.

Sy Reich

"What interested us most in India," he writes, "was the fine detail with which ballast is placed along the tracks. It is all broken and laid down by hand. Labor is very cheap there. In Thailand (Siam) we saw wood-burning steam locomotives at work on modern railroads. I visited a signal tower there but couldn't learn much because of the language barrier. They still move signal levers by hand.

"In the Philippines we rode the train from Angeles City to Monzales. Extra

fare is charged for air-conditioned coaches. Steam is used here and there, especially during the sugarcane harvest. At each stop, dozens of vendors swarm onto the passenger trains. Crossing gates are manually operated. Telephones, when they work, are the hand-crank type, doubtless U.S. Signal Corps surplus equipment. Taiwan (Formosa) has a good railway system. Some steam power, but diesels are increasing.

"Highlight of our trip was in Japan, riding the new train, the *Hikari,* from Tokyo to Osaka, the nation's two biggest cities, 320 miles in exactly four hours. Another train, the *Kodamo,* with identical equipment, makes the same run in five hours. There are 14 trains a day on the line, each with 12 cars, and all are well patronized. They run full, each with about 1,000 passengers. All seats, both first and second class, are reserved. People line up before train time to get any unclaimed seats. The Japanese are camera-loving people. The car we were in had enough cameras to start a good photo store. The passengers take pictures of just about everything.

"Our train rode smoothly. You don't realize the high speed (125 mph) until you look at the speedometer in the grill cars. Starts and stops are very smooth. The engineer, with a large cabinet full of computers, does very little actual operation of the train but can take over quickly if the machine lets him down.

"Uniformed attendants come through selling drinks, sandwiches, and box lunches that constitute a full meal, TV style. Seats have cleverly built-in trays, so serving a meal is easy. Some passengers bring their own lunches. The ladies' kimonos are handy to carry food for the family. Only one car in each of the new trains has a 'Western' type toilet; the other toilets are what Americans could call primitive.

"Fares for the entire distance: *Hikari* (4 hours), first class $16.77, second class $12.60; *Kodama* (5 hours), first class $6.90, second class $6.35. Although you pay a premium rate to ride these trains, the extra fare is refunded if the train is ever more than 30 minutes late. Reminds me of the days, years ago, when the *Overland Limited* and the New York-Chicago fast passenger trains did that.

"One thing more: a number of passenger and freight trains in Spain are still using steam."

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The Steam Parade

As we go to press, opening date of the 15-mile New Hope & Ivyland common carrier in Bucks County, Pa., has been set for Aug. 1. Assistant Editor Art Knowles has planned to be there as guest of Frank Menair, vice president of the new line and ex-member of *Railroad Magazine's* editorial staff. The road is buying, with ICC approval, trackage of the Reading's New Hope branch. The ICC also authorized it to issue $750,000 in stock at $50 a share.

NH&I may be the nation's only road with regular steam-operated freight service. It has 5 steamers: CNR ten-wheeler 1533 (Montreal, 1911); the Baldwin-built 1925, the first engine to be used on the line; and three Virginia Blue Ridge engines.

Also 4 coaches, and agreements for 12 others, mostly Reading; a turntable from the PRSL at Atlantic City, option on a Reading table, and two stations, New Hope and Ivyland.

As soon as the trackage purchase agreement was signed, the promoters started improving the track and roadbed with 6,000 new ties and 2,100 tons of ballast. Several Philadelphia business men are behind the venture. We'll tell you more about it next month.

"Riding the cab of a 4-8-4 on the National of Mexico up Queretaro Canyon at dusk is the most fascinating experience I've ever had," says Ed Mc-

Duluth, Missabe & Iron Range No. 707 wheeling a ponderous load of iron ore through West Duluth, Minnesota, 10 years ago.
Robert F. Collins (Erie-Lackawanna train dispatcher), 436 Radcliffe St., Wyckoff, N.J.

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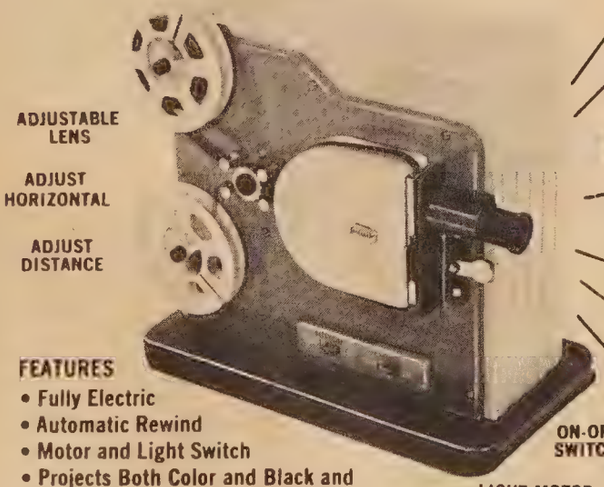

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Laughlin, 3512 Rashti, Fort Worth 9, Texas. "In September, 1963, Dick Kuelbs and I saw NdeM 3046, a 4-8-4 type, roll out of the shops in Aguascalientes, Mexico, as the last steamer rebuilt in the historic Aguascalientes Locomotive Works."

As our July issue announced, the old Great Western station at Springfield, Ill., from which Abraham Lincoln departed in 1860 is being restored.

"We are making it into a Lincoln museum," writes Fordyce W. Brown, 12 Wenzel Lane, Springfield, Ill. "The original waiting-room benches, cabinet, ticket racks, desks, etc., have been cleaned up and re-varnished. Many items such as locomotive headlights, switch lamps, locomotive bells, and pictures of engines and coaches have been donated to us.

"I am making a wooden model of the locomotive which pulled Lincoln's train in 1860. Can some reader tell me her number and the diameter of her drivers? The number is not clear in a photo I have of this engine."

Photo of Jersey Central's steam-powered *Queen of the Valley* (July issue) had a caption which said this train ran between Camden and Atlantic City. It never did.

A copy of *Colorado Annual 1965*, which just came to our desk, consists

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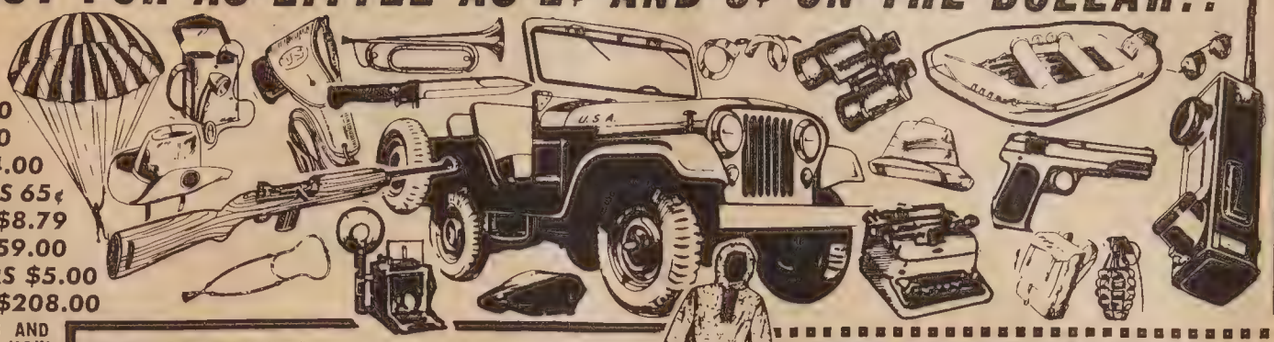

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of 16 pages, excellent paper, 8½x11″; good reading matter and good photos, some of them rare steam shots; a map, and old timetables. All photos are clearly reproduced. Subjects written about: the Santa Fe's historic war with the Rio Grande, "Over Boreas (Pass) by Galloping Goose," "To Cheyenne and/or Bust," and the 919, a quaintly photogenic steam engine.

This *Annual* is edited by Cornelius Hauck and Bob Richardson. Bob was featured in our *Interesting Railfans* series (June '64). You can get the Annual for 50¢ from the Colorado Railroad Museum, Box 641, Denver, Colo. Proceeds help to keep the Museum open.

"Your review of *Sagebrush Shortline* (July issue) speaks of the Nevada Northern as if it were no longer operating," writes C. R. Bishop, 424 Iris St., Redwood City, Calif. "The NN is very much alive."

Guy L. Dunscomb, co-author of *The Northwestern Pacific* (reviewed in our May '65 issue) sent us a list of railroadiana he has for trade or sale. Included are R&LHS *Bulletins; Official Guides;* some back issues of *Railroad Magazine,* Trains, and *Western Railroader;* hundreds of original negatives of Western steam; old issues of SP *Bulletin;* SP Loco. Classification and Assignment Books; SP, NWP, and Yosemite Valley employee timetables; hundreds of other items. For full list write Guy at 1418 Fordham Ave., Modesto, Calif. He says: "Sale of items not traded ends Aug. 15, so you'd better get the list at once by airmail."

The statement from Robert Baker that Canadian National steam locomotives 5700 and 6400 were stored in operating condition and would steam during 1967, as printed recently in *Railroad Magazine,* is only partly true.

"They are stored but that is all," reports J. Norman Lowe, of the CNR Public Relations Department. "As to their final place of exhibition, no official decision has been reached yet. Both units were repainted last year and became the center of attraction during Railway Week at Belleville, Ontario. The 6077 will not be restored. The Museum Train as such no longer exists. All historical material, etc., has been withdrawn from its cars. Normally the 6218 is stored at Toronto; when moved from city to city she does so dead."

White Mountain Scenic Railroad, powered by a former Santa Maria Valley 2-8-0 and presumably also by Sierra 34 (2-8-0) and 36 (2-8-0), using old SP commuter coaches, is running daily through Labor Day, reports Drew Shumway, secretary of the WMS, Box 496, McNary, Arizona.

"Train leaves McNary at 9 a.m. and runs 22 miles up the White Mts. to Apache Springs, where we have concessions, entertainment, and a place to eat," he writes. "Fare: $5.95 for adults, $4.95 for children under 15. Excursion takes about 6½ hours."

A tourist steam railroad for Long Island is in the planning stage. Ron Ziel and George Foster are working on it. Ron wrote *The Twilight of Steam Locomotives* and has a book on the Long Island Rail Road about ready to come off the press. What these two fans have in mind is the Sag Harbor & Scuttle Hole Railroad on the right-of-way of the LIRR's Sag Harbor branch. Scuttle Hole is the odd name of a community on the line. They have a steam locomotive from Brooklyn Eastern District Terminal, some coaches, and other equipment. And they claim to have considerable support. We wish them the best of luck. Bridgehampton is 96 miles from New York.

Steam trains of the 14-mile Middletown & Orange Railroad, operated by the Empire State Railway Museum, Inc.,

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This exciting list shows just a few of the startling buys which have been announced. Newer, fresher offers will be sent to you every month. I could make up a list like this every week, based on news I receive from my overseas sources.
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Man's Silk Tie .85
Man's Briefcase .85
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Fishing Rod-Reel .50
Elec. Hair Dryer 3.25
Cigarette Lighter .21
Motorcycle 118.50
FM Hi-Fi Radio 8.80
Movie Title Kit 1.00
Beaded Handbag 1.01
Flashlight .10
Transistor Radio 1.70
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Wrist Radio 2.80
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leave Middletown, N.Y. at 2 p.m. and 4 p.m. each Sunday through October 17th and each Saturday through September 4th. M&O claims to have the world's largest caboose, a combination coach and waycar built in 1920 for the Cotton Belt Line.

Other historic equipment operated by the M&O includes a 1915-built combination coach and baggage car, once owned by the C&NW; a heavyweight Pullman sleeper, one of the few extant, and an open gondola car equipped with seats. The motive power is a Baldwin 2-6-2 that for years hauled timber for an Alabama sawmill. Now restored, she gleams in green and gold.

The Museum, P.O. Box 459, New York, N.Y. 10005, invites membership from all persons interested in railroads, especially those who want to work on and help operate the antique engine and cars. Dues: Associate members $3 a year, voting members $8 a year, life membership $100.

Despite the high costs of repair and parts, CB&Q steam locomotive 5632 will be restored to service and will again haul special trains for railfans and children, beginning next year, reports W. A. Raia, 3319 N. Wolcott, Chicago, Ill. 60657. This will be done as a going-away gift from Harry C. Murphy, who has just retired as president of the Burlington after a 51-year rail career.

"CB&Q steamers 6038 and 6040 were scrapped at Sterling, Ill., in 1963," Mr. Raia adds. "The 6038 stood coupled with the 6322 in the summer of 1963. Still in steam at Sterling are the ex-Grand Trunk Western 0-8-0's. Three are used week-days; two work the mill on week-ends. They run 24 hours a day. Anybody wishing to take pictures of them should get permission in advance.

"Add to your printed list of steam engines painted other than black the Rock Island's 4055 (4-8-2). Her boiler and cylinder jacketing were painted *Rocket* red and she was used on the *Golden State* in the late 1940's.

Once a familiar sight on the docks at New Westminster, B.C., Canada, for 18 years, two steam switching locomotives, have been sold and towed away. They were Nos. 4012 and 4076, (0-6-0), owned by Pacific Coast Terminals and used to shunt rail cars on the spur tracks on the company's docks.

The engines were sold to a Vancouver Island buyer, who indicated they would be put to work—not broken up for scrap.

The two engines were built in 1943 for the United States Army and were bought by the Terminals company in 1946. They were retired last year, when large rubber-tired diesel tractors were purchased to take their place, reports E. A. Breitkreutz, 5 Reyna Pl., Menlo Park, Calif. 94026. He adds:

"Recently someone said the H. Barstow Co. bought an Oregon Short Line locomotive. That is true, but she is a diesel, not a steamer as was reported. Her number is now 301 and she is lettered for the Indian Hill & Iron Range."

Dr. James R. Arneill of Denver, Colo., and John Birmingham of nearby Boulder, have formed a partnership, Singing Rails Corp., to acquire their own rolling stock. They now have a steam engine built in 1906 and a private car built in 1880. The latter was used for many years by Union Pacific executives.

Both have been restored to operating condition. The engine recently hauled a railroad club excursion on the Denver & Rio Grande Western. The deluxe car was abandoned by the UP in 1939 and became part of a house. Dr. Arneill discovered it when the house was torn down.

Our July *Information Booth* listed old time DL&W locomotives with their names. "More specifically," writes Thomas T. Taber, "they were engines of the Lackawanna's Morris & Essex Division prior to 1899. Before 1899, the following D&LW divisions had their individual numbering (and some engines named): Sussex, Bangor & Portland, Main Line (usually referred to as DL&W), Bloomsburg, Utica, Syracuse, and Oswego. The Buffalo Division engines were numbered separately but not named. When the 'new management' took charge in 1899 and renumbered all the locomotives into one series, running from 1 to 999, the individual lines

lost their old numbers and names and much of their personality."

"To be of real value," Tom adds, "a list of locomotives names should be dated, as names and numbers were changed from time to time."

He and Stewart Graham are working on a detailed history of all Lackawanna engines from 1837 through 1960 for book publication.

Next month we will publish current motive power rosters of the Santa Fe and Montana shortlines.

William E. Shelton, retired B&O lightning slinger, age 72, of Mogadore, Ohio, has two unique hobbies. He collects automobile license plates on which are the initials of an ex-President of the United States and his numerical sequence number. For example: H-31-H (Ohio 1959) for Herbert Hoover. 31st President. He also has collected the wills of famous people such as Alexander the Great, Mary Queen of Scots, Christopher Columbus, Paul Revere, and more than 40 others.

The new Vermont Railway which operates over the old Rutland Railway tracks between Burlington, Vt., and White Creek, N.Y., is having a busy summer, reports Stephen Mumley, Box 63, Alburgh, Vt. They acquired two more cabooses, ex-RUT 43 and 45; ex-DL&W diesel switcher 533, ex-RUT x-150 scale test car, 7 ex-RUT wooden gons, a small crane on a flatcar, two ex-RUT derrick cars x-577 and x-5, and a new tie-tamper.

They have sold their two 44-ton diesel switchers 1 and 10, have bought over 400 steel boxcars, and are planning to build a new enginehouse and to convert their roundhouse to a shop with 7 stalls.

Spencer Crump of Trans-Anglo Books (P.O. Box 2252, Los Angeles, Calif. 90053) came East recently to see the New York World's Fair and he visited our office. The list of new hard-cover books being published this year by his company include *Rapid Transit Yesterday and Today* and *California's First Four Centuries,* both written by himself; *Dinner in the Diner: Great Railroad Recipes of All Time,* by Will Hollister; *Rails, Logging and the High Sierras,* by Hank Johnston; *City-Makers,* by Remi Nadeau and *California's Pioneer Resort Hotels,* by John Packard.

"Where can I find Lynn Cochrane, formerly of Brookdale Ave., Oakland, Calif.?" asks Bob Burrowes, P.O. Box 7202, Stockton, Calif. "He is, or was, an ardent collector of operating schedules of Western railroads."

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Slim-Pak Plan users have ordered over 13,500,000 vitamin-rich tabules to supplement food.

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YES, I would like to lose 6 to 16 pounds in the next 30 days. I understand that there is a money back guarantee that I must lose unwanted pounds without starving, fad or crash diets, dangerous drugs, or giving up many of my favorite foods. Please rush.

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☐ I enclose $_____send postpaid.
☐ Send C.O.D.; I enclose $1 deposit.
☐ PLEASE RUSH MY ORDER: I ENCLOSE 50c FOR SPECIAL HANDLING.

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WITHOUT a high school diploma, it's getting harder and harder to land a good job or to make more money.

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Opportunities for people without a high school education are rapidly decreasing.

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Take your first step now to a better job, a bigger income, and real security. If you are 17 or over, and not in school, send for the Free booklet "How to Finish High School at Home" today. Wayne School, 417 South Dearborn, Chicago, Illinois 60605.

WAYNE SCHOOL
417 S. Dearborn, Dept. 46-519, Chicago, Illinois 60605

Please send Free booklet, "How to Finish High School at Home" plus information on high school training at home.

Name.....Age.....

Address.....

City & Zone.....

County.....State.....

618

This letter comes from E.R. Johnson, 298 Mill St., Conneaut, Ohio: "My father hired out to the Nickel Plate in 1889 and I did likewise in 1916. I have many old switch keys and other railroad mementoes, also complete Bessemer & Lake Erie loco roster prepared by the railroad itself at the time steam power passed. In addition, I possess many photos made around the turn of the century."

We repeatedly urge readers to keep their letters short, because of the shortage of space in this department, but it doesn't seem to do any good. Readers continue to send long letters that we can't possibly find room for, while tourist attraction railroads pad their press releases beyond all reason. Most of the material we receive for the *Hobby Club* has to be thrown away unpublished—or, at best, we might boil down a three-page closely-written letter to 8 or 10 lines of type. Our good friends seem to think that our available space is just about endless. Well, it isn't.

"Did anyone who traveled on the old New York, Ontario & Western between 1881 and 1889 take a picture of the Rock Tavern station that included a hotel by that name?" writes Frederick Lewis, Rock Tavern, N.Y. 12575. "If so, I'd like to get a copy of it. Also, I want NYO&W photos. I will make prints up to size 8x10 for the privilege of printing NYO&W negatives or copying photos."

Carroll Park & Western Steam Railroad and Museum is operated at Carroll Park, Bloomsburg, Pa. Get details from C.C. Stahl, vice president and gen. manager. They use a 50-ton Climax from Elk River Coal & Lumber Co.

Now and then we hear from ministers of the Gospel who are railfans. One is Rev. Othmar Tobisch, Church of the New Jerusalem, 2107 Lyon St., San Francisco, Calif. 94115. Son of an Austrian trainman he has quite a collection of b&w and color Western railroad movies from 1948 till steam went out, also a shelf of railroad books. In 1950 he published a booklet of railroad poetry, written by himself. Here is a sample:

The poplars rustle in the evening wind
Along the right-of-way,
When the "Daily Mixed" swings 'round the curve
At the end of a perfect day.
The hollyhock dreams by the track
And grasses grow profuse;
They sway to sleep the tired rails,
But awaken the railroad muse.
For the whistle sounds for a crossing here
While the pumps contentedly sigh . . .
A rabbit scampers through the weeds
As the train just rumbles by. •

September ARGOSY
on your newsstand now

Visitors From Space–Have They Already Been Here?

"WE SAW CUSTER'S LAST STAND!"
EYEWITNESS ACCOUNT BY THE INDIANS

Go to Sea in Your Car
America's Unusual Car Ferries

MYSTERY BOOK BONUS
"I, SAID THE FLY,"
by Robert Edmond Alter

In October ARGOSY
COMING SOON

TOMMY HARMON'S PRO FOOTBALL FORECAST FOR 1965

"Look Out, It's Dick Tracy!"
Weird disguises used by police

Their Heads Were Shrunk!
U.S. couple falls victim to Jivaro Indians

YOURS FOR FREE! CHOICE GOVERNMENT LAND

BOOK BONUS THRILLER
"FOR KICKS," by Dick Francis

Switch List

THESE items are printed free and in good faith but without guarantee. Keep within 28 words, including your name and address. Use abbreviations such as *tts.* (timetables); *emp tts.* (employees timetables), and *SSE* (send 5¢ stamped envelope for list or details).

Write each item plainly or pen-print or typewrite it on a postcard or separate sheet of paper—not buried in a letter about other matters. If you want pen pals, state age and special interests so they will know what to write about.

A tight printing schedule compels us to close *The Switch List* long before publication. As this magazine hits the newsstands our October department is closed. Entries for November issue (out about October 10) should reach us by August 11. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BOB ADAMS, 520 W. Mineral St., Platteville, Wis. 53818, wants CNJ photos and Crater's "Locomotives of the Jersey Central." Sells, trades LVT 13x30 system maps, slides, pix. (SSE)

BERNARD ALBERT, 3535 Rochambeau Ave., New York, N.Y. 10467, wants slides LIRR, B&M, B&O, CTC, Detroit Tunnel elecs.

L.W. ANDREESSEN, R.R. 2, Parkersburg, Iowa, sells at $2 each 1945 interlocking registers listing CB&Q, IC, and CGW steam locos, incl. CB&Q 5632.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, L&NE, DL&W, CNJ, D&H, NYC, Pa. short lines.

JACK AYRES, Box 304, Conshohocken, Pa. 19428, will sell for best offer all or part of Railroad Man's Magazine file, complete from 1909 thru 1912 exc. Jan. '10 and Jan., Dec. '12; also Jan. thru Nov. '18, and rare weekly issues: Nov. 2, 9, 17, 23, 30, 1918, all fair cond. some covers ragged.

C. BAER, 15A W. 30th St., Bayonne, N.J. 07002, wants CNJ tts., emp. tts., pix, info., track diagrams.

J. BEARDSLEY, 451 W. Mifflin St., Madison, Wis., will sell "The Science of Rys." and "Engrs. and Firemen's Manual," 372 pages, and "Ry. Equipment," 529 pages, both by Kirkman, 1890, good cond. Make offer.

BILL BIESECKER, 2263 Lafayette St., North Bellmore, N.Y. 11712, wants pix DL&W 0-8-0 203 and 4-4-0C 902.

B.E. BISHOP, 1151 Morena Blvd., San Diego, Calif. 92110, sells back issues Railroad Magazine, Trains, rail labor mags., tts., emp. tts., rr. books, pamphlets. List free.

T.A. BJORKMAN, 111 Upper Lakeview Ave., Ringwood, N.J. 07456, will sell Frank Spearman's "Whispering Smith," oldtime popular rr. novel. Make offer.

C.C. BLAIR, 9322 Crawford Ave., Rock Hill, Maine, trades for or buys RPO and flag cancellations, with stamps on envs. and postcards.

STEVE BROADWELL, 5829 Belmar Terr., Philadelphia, Pa., wishes bright-color pix of standard passenger cars, any color exc. Pullman green, any rr.

LAWRIE BROWN, Putney, Vt., 05346, trades and buys sizes 116 and p.c. pix and 35 mm slides, only n.g. steam.

BOB BULLERMANN, 5731 S. 113th St., Hales Corners, Wis. 53130, sells and trades lanterns, loco bldr's plates, 35mm color slides. (SSE)

LOWELL BUSH, 32 E. Congress St., Detroit, Mich. 48226, sells Christmas cards, pix, color or b&w of A&A, CN, and Strasburg. (SSE)

J.B. CHAMBERS, Sr., 126 Forest St., Reading, Mass. 01867, wants brief history of Housatonic RR.

S.W. CONNER, Box 484, Victoria, Va. 23974, will swap Atlantic & Danville train orders for those of other roads.

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss., sells sizes 4x5, 5x7 and 8x10 steam pix. Trades negs. (SSE)

WM. CORCORAN, 8 Draper Terr., Montclair, N.J. 07042, wants pix of rr. tugs in N.Y. Harbor.

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New shop-method home-training system gives you electrical know-how that used to take years to learn. Learn at home by building valuable testing kits, repairing your own and neighbors' appliances. It is not unusual for appliance repairmen to charge on the basis of $5.00-$6.00 an hour.

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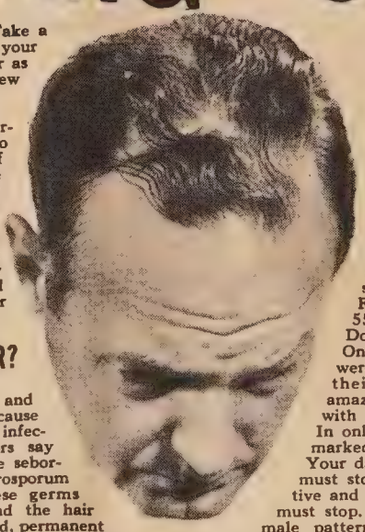
Box 38fe, Silver Springs, Florida
AD-6-1070 (F-1)

IS YOUR HAIR GROWING OR GOING?

Stand in front of a mirror. Take a long hard look at the top of your head. Do you have as much hair as one year ago? Do you see any new hair growth?

If your answer is no, it is important that you take steps today to save the hair you now have. If you act now, you may be able to reverse the trend on your head. You may be able to grow new hair faster than it is falling out. Doesn't that make sense to you? Wouldn't you like to look in the mirror a year from now and see more hair on your head than you see now? Why lose your hair if you don't have to?



CAN YOU SAVE YOUR HAIR?

Every year thousands of men and women go bald—needlessly—because of a scalp infection. This scalp infection is called seborrhea. Doctors say that three germ organisms cause seborrhea: staphyloccocus albus, pityrosporum ovale, and microbacillus. These germs attack the sebacious glands and the hair follicles themselves. If not checked, permanent damage is done. The hair follicles atrophy, lose their ability to produce new hairs. The result: premature baldness.

You can easily tell if you are a victim of seborrhea. If you have itchy scalp, dandruff, hair loss, very dry or oily scalp, the chances are that you have seborrhea. Neglect these symptoms and you invite baldness.

Treat your scalp to Ward's Formula. This amazing scalp medicine quickly controls seborrhea and stops the hair loss it causes.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither the Ward treatment nor any other treatment is effective.

DOUBLE MONEY BACK GUARANTEE

In seconds, Ward's Formula kills these three parasitic germ organisms retarding normal growth. This has been proven in scientific tests by a world-famous testing laboratory (copy of laboratory report sent on request). Ward's removes infectious dandruff, stops scalp itch, brings hair-nourishing blood to the scalp, tends to normalize very dry or oily scalp. Ward's Formula corrects the ugly symptoms of seborrhea, stops the hair loss it causes. Ward's Formula has been tried by more than 550,000 men and women on our famous Double-Your-Money-Back-Guarantee. Only 1.9% of these men and women were not helped by Ward's and asked for their double refund. This is truly an amazing performance. Treat your scalp with Ward's Formula. *Try it at our risk.* In only 10 days you must see and feel the marked improvement in your scalp and hair. Your dandruff must be gone. Your scalp itch must stop. Your hair must look more attractive and alive. Your hair loss due to seborrhea must stop. If your hair loss is the predominant male pattern baldness type, which neither our product nor anything else will help, accept Double Your Money Back for your trouble. If your hair loss is due to seborrhea, you must be delighted with the results. You must be completely satisfied, or simply return the unused portion for your double refund. We take all the risk. So why delay? Delay may cost your hair.

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H. H. WARD & CO., INC. Dept. 3410H
19 West 44 Street, New York 36, N. Y.

Rush Ward's Formula to me at once. I must be completely satisfied in only 10 days or you GUARANTEE refund of DOUBLE MY MONEY BACK upon return of bottle and unused portion.

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☐ Enclosed find $2, send postpaid (check, cash, money order)
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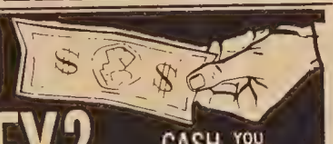

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Please Use Postal Zip Number on All Correspondence to Insure Prompt Delivery of Mail.

G. COSWAY, 165 Balliol St., Toronto 7, Ont., Canada, sells pix of British steam locos and trolleys. (SSE)

T. COTT, Kilcock, Ireland, will sell Baldwin Record '98-'20, rr books, and pix of U.S. rrs. Details for U.S. airmal letter stamp.

STAN CREWS, Rte. 7, Box 797, Pensacola, Fla. 32506, sells rr. books, pix, trolley maps, back issues of Trains, Ry. Progress, Modern Tramway, also interurban tts. (SSE)

L.P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, sells negs. of rrs. and trolleys. Sells back issues of Railroad Magazine, Trains, also rr. books, pamphlets. (SSE)

RAY DESCHENES, 903 Mohawk Rd. E., Ste. 305, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP. List 10¢. Buys and sells steam negs. of CN, CP, TH&B.

FRANK DIFALCO, 3 Cobbossee Ave., Gardiner, Maine 04345, wants diesel negs. of Mexican rrs. Buys, sells, trades diesel negs.

HAROLD ESTUDILLO, Jr., 68 Schwerin St., San Francisco, Calif. 94134, sells 8x10 pix of SP in Bay area, 50¢ ea. Size 120 negs. or 35 slides, 25¢ ea. or will trade. List and sample 15¢.

LYLE EVERSON, Box 108, Viroqua, Wis., will sell Railroad Magazine, '47-'54, perf. cond. (What price, Lyle?)

GILBERT EVERSULL, 2748 Willard Ave., Cincinnati, Ohio 45209, wants pix of 2-ft.-gage common carriers.

JIM FRELS, 2116 Ave. E., Ft. Madison, Ia., wants pix and info. on C&NW steam loco that made last run from Sioux City, Ia, to South Dakota.

BILL FYLER, Box 7, Babson Park, Fla. 33827, will send 2 BERA 20th anniv. tokens for $1, to aid BERA crosstie funds, if you enclose stamped env.

CRAIG GALHOUSE, 9800 55th Ave., Oaklawn. Ill., wants any size pix WAB steam and stations, esp. Decatur Div., 6th and 7th districts.

CHAS. GARDINER, 39-20 220th Ave., Bayside, N.Y. 11361, sells and buys out-of-print rr. books. (SSE)

L. GARRISON, Jr., 1517 S. Buchanan, Little Rock, Ark. 72204, wants pix, negs., and slides of Little Rock trolleys.

TED GAY, 6 Northview Dr., Morris Plains, N. J., sells dupl. 35mm slides steam, diesel, misc. rr. views. Sample and list 35¢.

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif., buys and trades rr. stock certificates. Wants Moody and Poor RR. Manuals, any year.

BLEE HATT, 260-H 5th St., Ft. Richardson, Alaska, trades exposed film of Alaska RR. equip. for slides or pix of Ann Arbor locos, WAB 2-8-2's 2201, 2218, 2257, 2259.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells and trades orig. Kodachrome slides of diesels and cabooses in his area. No list.

GERRY HOELTZEL, 1013 Gordon St., Midland, Mich., buys MC and PM marker lights, hand lanterns, other railroadiana.

GEO. JANES, 2235 35th Ave., San Francisco, Calif., sells 8x10 SP diesel action shots.

C.W. JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind. 46805, sells steam pix U.S., Canadian, and Mexican rrs. (SSE and state your wants.)

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, trades lanterns, locks and keys. Drop in any time.

G. KIDDER, Acton, Mass., will sell these books: "Hear the Train Blow" (1st ed.), "Slow Train to Yesterday," "Minisink Express," and "Extra South." (SSE)

KARL KOENIG, Box 166, Felton, Calif. 95018, buys and trades size 616 pix or negs. of SP diesels.

A. LA PRESTO, 41 Union Sq. W., Room 922, New York, N.Y., disposing of negs. and color slides; will sell or trade. (SSE) Wants negs. of logging locos, Pennsy N6b caboose.

ED LEWIS, Hagerman, N.M., 88232, sells tts., emp. tts., steam, elec., Off. Guide 12/48, Ry. Equip. Register 4/47. (SSE)

W.A. LOCKE, 1784 N.W. 32nd St., Miami, Fla., sells and trades railroadiana. List 10¢.

WALT LOFTIN, Jr., Box 62, Alexandria, Va. 22312, wants history and info on ex EJ&E private car 50.

DEAN MARTZ, 412 Winsor St., Jamestown, N.Y., wants info. on Pitts. & Shawmut steam loco 208.

BOB McVAY, Box 625, King City, Calif. 93930, sells 35mm Kodachrome dupl. slides of Western steam and juice, '46-'50. (SSE) Also trades railfan publications.

WM. MOLL, Jr., 205 Bay St., Neptune Beach, Fla., wants color slides of '49 CNS&M fantrip with TMER car, other unusual CNS&M trains.

JOHN MUIR, 443 Alpha St. W., Owen Sound, Ont., Canada, buys orig. negs. of circus trains, esp. Ringling-Barnum.

STEVE MUMLEY, Box 63, Alburgh, Vt., wants pix RUT stations.

SSGT. CARL MUNCK, Box 99, CMR 1, APO, Seattle, Wash. 98737, sells steam, diesel, and rolling-stock pix, negs., many rrs. Neg. list 15¢. Pix list 10¢.

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa., sells Eastern color traction pix. (SSE) Trades Pennsy GG-1 slides.

JOHN PARKER, Rte. 1, Box 106-G, Aiken, S.C. 29801, sells all size negs., steam and diesel. List 15¢.

ROGER PHILLIPS, 2000½ N. Pickwick, Springfield, Missouri, wants Car Bldrs. Cyclopedia, 1900-'23; Off. Guides, 1900, '23, '43; Railroad Magazine, '39-'55.

JACK POTTER, 225 Woodlyn Ave., Glenside, Pa., seeks info. and pix Tuckerton RR.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa. 15212, desires B&O mags., tts., menus, literature, other railroadiana. Trades lists.

WALT REDMAN, 17667 Pierson Ave., Detroit, Mich. 48219, sells and buys Off. Guides, postcards of steam locos, tts., Railroad Magazine, Trains.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, trades rule books and emp. tts. for switch keys.

LEONARD RICE, 1639 Belvedere Blvd., Silver Spring, Md. 20902, sells sizes 3½x5 and 5x7 negs. of C&O, B&O, RF&P, PRR, N&W, SOU, WT. (SSE)

STUART SEIDEL, 915 E. 48th St., Brooklyn, N.Y. 11203, buys and trades tickets, tts., pix of SIRT and NYCTA. (SSE)

S. SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, sells EBT rr. and trolley slides. (SSE)

GUS SKOGERSON, 828 La Porte Ave., Ft. Collins, Colo., wants Union Pacific Mag. 1922-'36.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, will sell Kirkman's "Engineers and Firemen's Handbook" for 1911. Make offer.

ELMER STEUERNAGEL, 515 Miranda Rd., Pittsburgh, Pa., 15234, wants color pix and slides of green SOU steam locos, purple ACL cab units, and top view PRR Southwind K4's.

W.C. THURMAN, 4733 Morganford Rd., St. Louis, Missouri, will trade oilburning switch lantern for steam negs., size 120 or larger.

HOWARD TURKS, 58 Lake Ave., Lancaster, N.Y. 14086, will buy any color marked lantern globes from ATSF, CUT, GC&SF, IRC, M&SL, SP.

JON WATERS, 124 Barclay Ave., Hamilton, Ont., Canada, wants pix CP 4-4-4's, esp. 2928.

JOHN WILSON, 10 Mitchell Pl., East Orange, N.J. 07018, will buy Ill. Special rr. watch, 21 or 23 jewels.

C.E. WOOD, 4316 Sacramento Ave., St. Louis, Missouri 63115, wants Off. Guide between 1917 and '21.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J., sells and trades diesel negs. of CNJ, EL, NYS&W, LV, other N.J. rrs. Buys negs. of FT's on any rr.

RICHARD YAREMKO, 10516 81st Ave., Edmonton, Alta, Canada, sells CN, CP NA diesel pix. List free. Wants NP diesel pix.

Model Trading Post

TOM JOHNSON, 815 E. Olive St., Arlington Heights, Ill. 60004, wants Lionel AF, Ives, Dorfan, Boucher, Voltamp toy train catalogs.

FRANCIS LAPRISE, 70 Roslin St., Boston, Mass. 02124, prints model rr. passes, letterheads, stocks, etc. Catalog 10¢.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, trades st.-gage for mint AF S-gage pass. trains, accessories, catalogs.

PAUL SAULS, 17-42 Hunter Pl., Fair Lawn, N.J., wants ¾" or ½" scale live steam locomotive.

KARL SMITH, 1227-A Glenview Ave., Wauwatosa, Wis. 52313, will sell two Louis Hertz books, "Model Railroading" and "New Rds. to Adventure in Mdl. R'ring." Make offer.

JIM TANDY, Box 35, Carrollton, Ken. 41008, will sell Lionel 616 Flying Yankee train set, 773 Hudson loco and tender, 072 tubular track, solid T-rail track.

Pen Pals Wanted

Carl Wallenmeyer, 1713 Pollack, Evansville, Ind., wants female pen pals.

Bill Salmond (age 17), 3855 Cedar Hill Rd., Victoria, B. C., Canada, wants pen pals interested in rrs., esp. logging roads.

Linda Adkins (age 14), Rte. 1, Box 22A, Wrenshall, Minn.

Kathleen Bower (age 18), 1511 E. Main St., Medford, Ore.

Margaret Cervantes (age 13), 518 Railroad Ave., Moline, Ill.

Nancy House (age 15), R.D. 2, Cato, N.Y.

Peggy Ann Stough (age 16), 7528 Seven Mile Lane, Pikesville, Md.

Rudy Blanco (age 17), 3642 Trailwood, Houston, Texas.

Carol Smith (age 24), Box 97, Dadeville, Ala.

Treni Schiller, 2355 Alameda, Salem, Ore.

Brenda Cowan (age 16), Box 324, Kensett, Ark.

Mary Zinn (age 16), R.D. 2, Box 18, Meyersdale, Pa.

Hope Hutardo (age 18), 5621 23rd St., Sacramento, Calif.

E.A. Kirst, Sr. (age 63), 308 S. 53rd St., East St. Louis, Ill.

Peggy Ann Wolff (age 23), 12202 Mayfield Rd., Cleveland, Ohio. ●

men's mart

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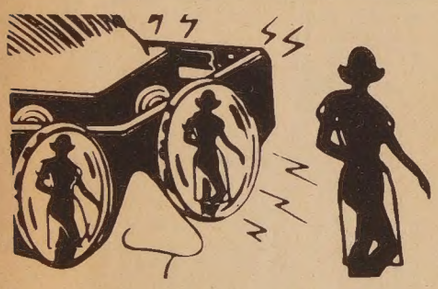
35 FAMOUS AMERICANS! Choice collection U.S. stamps, all bearing classic portraits of Longfellow, Hamilton, Edison, Andrew Carnegie, Sam Houston, Emerson, others. Plus scarce centennial picturing first U.S.A. (issued 1847). All 36 stamps only 25¢. H. E. Harris, Dept. A-51 Boston, Mass.

$1,000 LOOK FOR $27. The Capra Gem is more radiant, more refractive than expensive stones, yet you can buy a 1 ct. gem for $27. This is the "man-made" miracle about which you have read. Write for free illustrated booklet on rings. Capra Gem Co., Dept. AE-55, Box 5145, Philadelphia 41, Penna.



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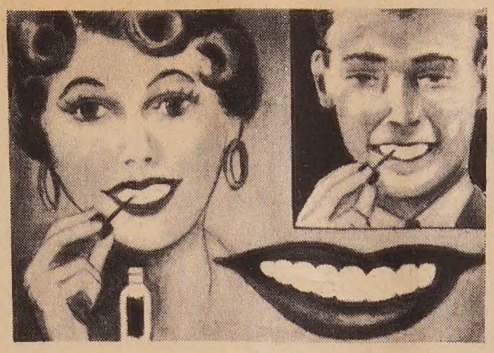

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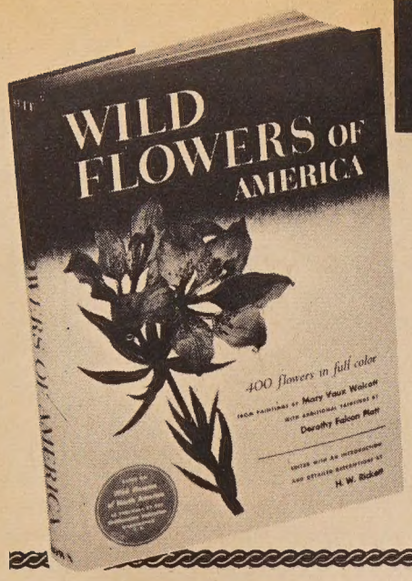

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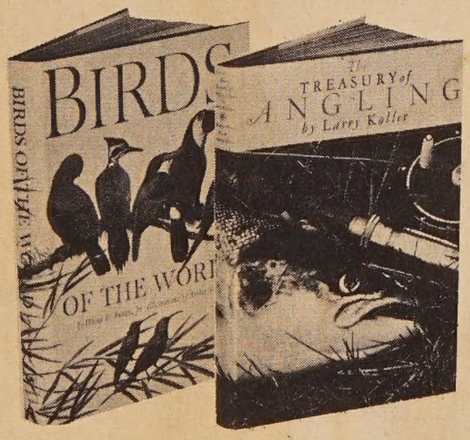

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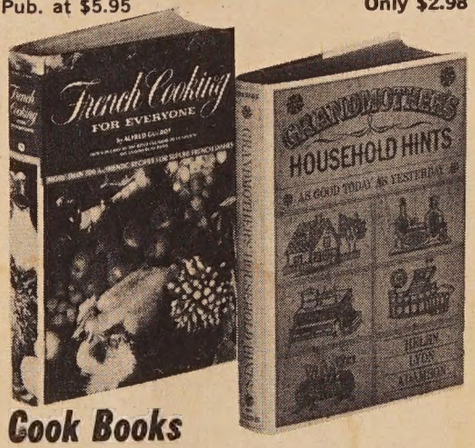

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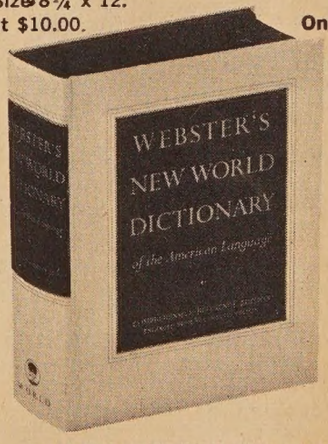

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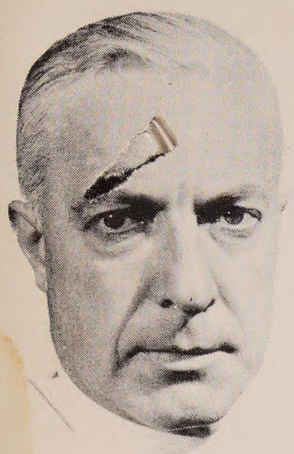

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

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—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
—G. E., Alberta, Canada

"Used it twice and my hair has already stopped falling."
—R. H., Corona, Cal.

"No trouble with dandruff since I started using it."
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"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
—Mrs. H. J., McComb, Miss.

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20 West 45th Street, New York 36, N. Y. 3509C

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